

# Barry Road Healthy Streets Consultation

## Healthy Streets Consultation – Summary Report

January 2019

# Introduction

This report has been produced by the London Borough of Southwark Highways team following a consultation exercise which ran between 21 September and 19 October 2018. As part of the consultation, we set up an online questionnaire, which received 101 responses. We also held an open drop-in session at Dulwich Library on 2 October 2018.

The consultation exercise covered two Highways proposals for Barry Road:

1. We proposed that the planned Southwark Spine cycle route, previously set to run on a stretch of Landells Road, should instead be routed to run on Goodrich Road and the southern section of Barry Road. At this stage we were seeking views on the principle of this route, and did not present detailed plans.
2. In response to observed excessive speeds (average speeds over 24mph, a high percentage of vehicles exceeding 30mph) on Barry Road, we proposed a series of interventions, chiefly using raised tables and traffic islands as a means to encourage vehicles to slow down. We presented these as applying to the middle and northern sections of Barry Road, so that respondents were able to comment on specific features that were of interest or concern to them.

A letter was circulated to 566 addresses, mostly on Barry Road itself. A copy of this letter is included in the appendix. We received 101 online responses. In addition 27 people attended the drop-in meeting.

This report has been produced by the London Borough of Southwark Highways team to provide a summary on the consultation exercise for the proposed 20mph speed limit enforcement works on Barry Road.

Southwark became a 20mph borough in March 2015. However, we have identified a number of sites where speeds regularly exceed 20mph, sometimes by a significant amount. This can increase the risk of accidents, as well as the risk that, when accidents occur, injuries may be more serious or even fatal.

We have conducted a detailed review of the sites where traffic most regularly exceeds the 20mph limit, and we have identified measures to encourage reduced vehicles speeds and keep them to the posted limit.

Average speeds more than 5mph above the limit, with many vehicles regularly exceeding 30mph, were observed in traffic heading northbound on Barry Road, traveling in both directions.

We have a duty to make any adjustments necessary to ensure that the law is being upheld, and to look after our residents' safety.

We proposed a range of measures to encourage drivers to abide by the 20mph limit on Barry Road. These included:

- Raised tables and island chicanes between Goodrich Road and Upland Road.
- Existing signalized crossings enhanced using raised tables, at the junctions of Underhill Road and Upland Road.
- Seating and bicycle stands and various locations within the scheme area.

We considered these works appropriate to successfully reduce speeds on Barry Road.

Public Consultation on these proposals took place from 21 September 2018 and 19 October 2018. All residents within the consultation area were invited to comment on the proposals and make any further suggestions.

## Consultation Process

The views of the local community were sought as part of this consultation exercise. A letter was posted to all addresses on Barry Road affected by the works (566 addresses) on 17 September 2018. A copy of the letter is appended.

The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures.

Consultees were advised to respond to the consultation via the online consultation portal. They were also given an email address and telephone number by which to respond.

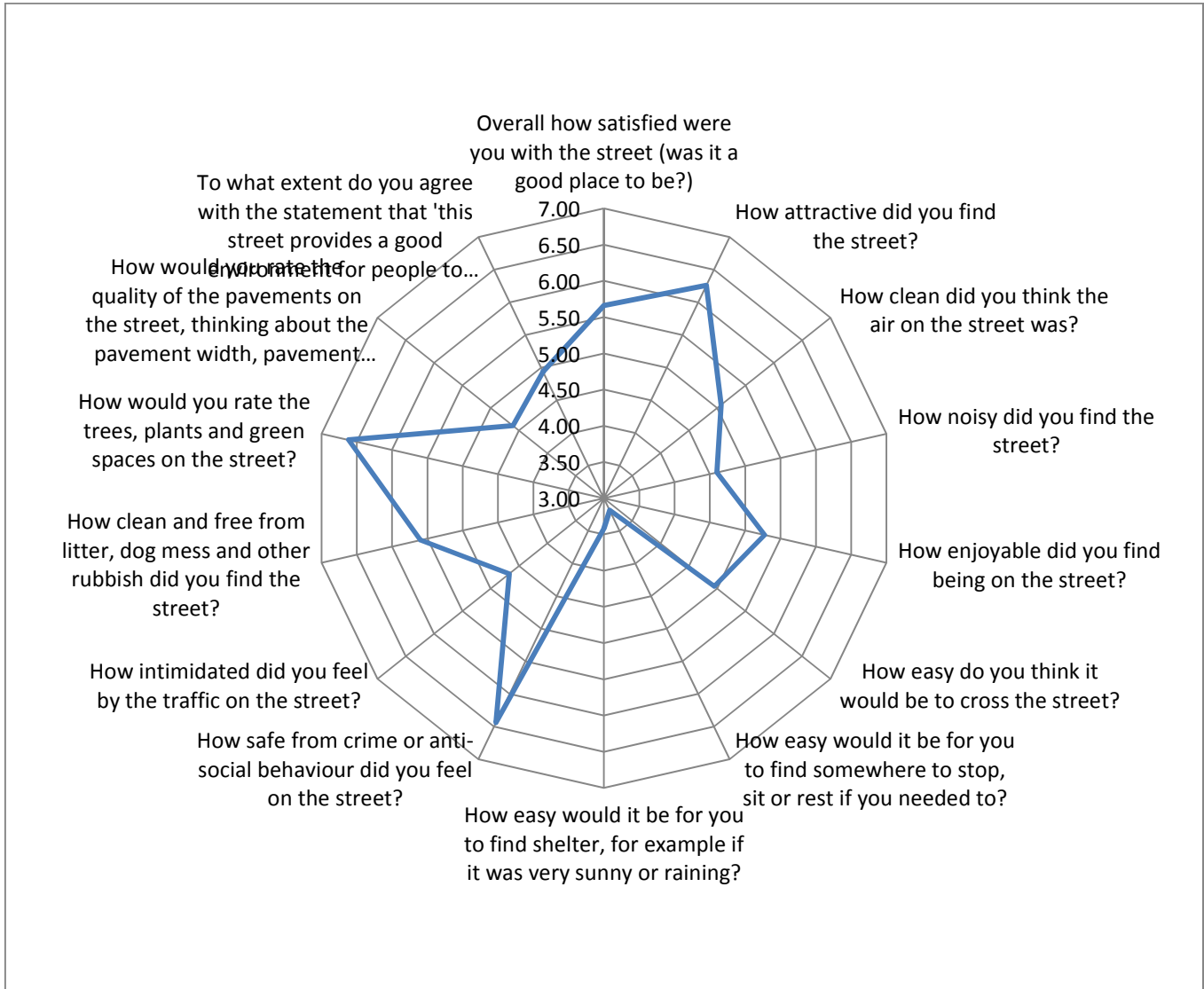
A drop-in session was held at the Dulwich Library on Tuesday 2 October to enable residents to seek further information, ask questions and share their views. A total of 32 residents participated.

Public access to the online form was removed at the end of the consultation period on 14 October.

# Summary of Survey Results

## Healthy Streets

The first section of the survey asked respondents a series of questions based on Healthy Streets criteria. These gauge the level of satisfaction with the current state of the street on a scale 0-10 (with 10 always being very satisfied). The chart below shows the mean scores across all these criteria.



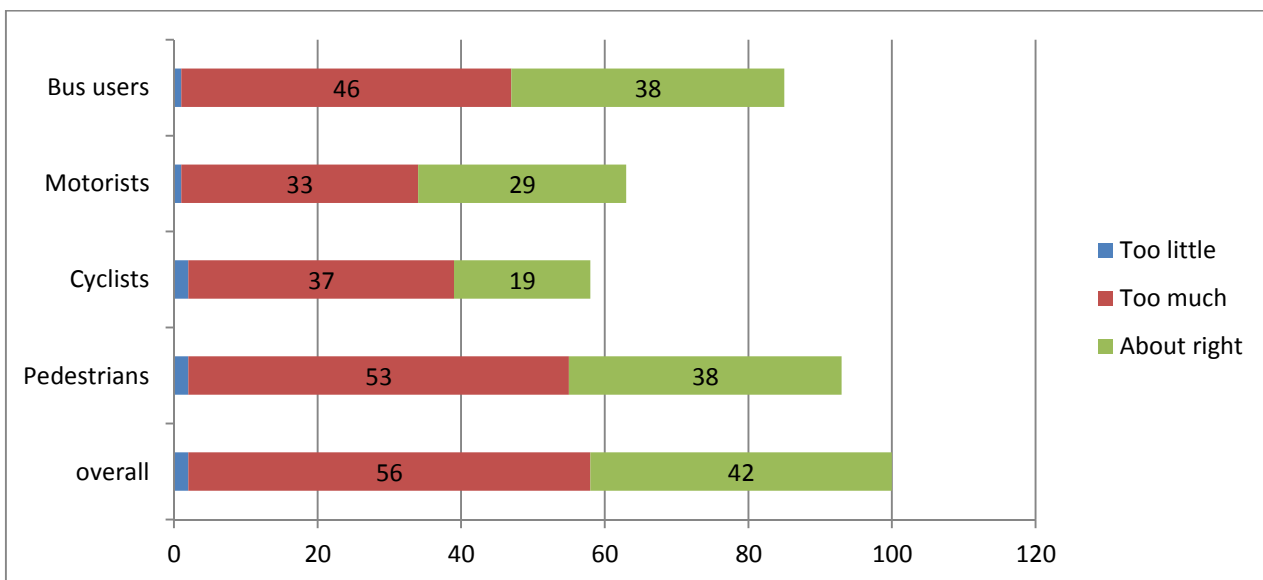
**Figure 1: Healthy Streets satisfaction**

As can be seen from the above, Barry Road scores highly with respondents on attractiveness, trees, plants and green spaces, and feeling safe from crime and anti-social behaviour. It scores very low on ease of finding somewhere to stop, sit or rest, and fairly low on noisiness, pavement quality and feeling intimidated by traffic.

## Traffic volume

This section of the survey also asked people their views on the volume of traffic on Barry Road, with options of 'too little', 'too much' or 'about right'. The table and chart below show the overall results for this question, and the results categorised by different types of road user/transport mode (bear in mind that respondents could select more than one transport mode – so e.g. a response under motorist may also be counted under pedestrian).

	Overall	Pedestrians	Cyclists	Motorists	Bus users
Too little	2	2	2	1	1
Too much	56	53	37	33	46
About right	42	38	19	29	38

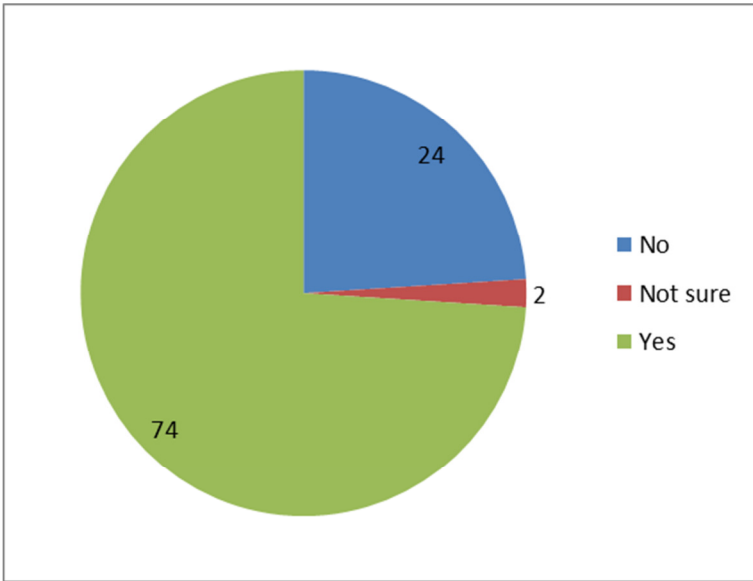


**Figure 2: Volume of traffic**

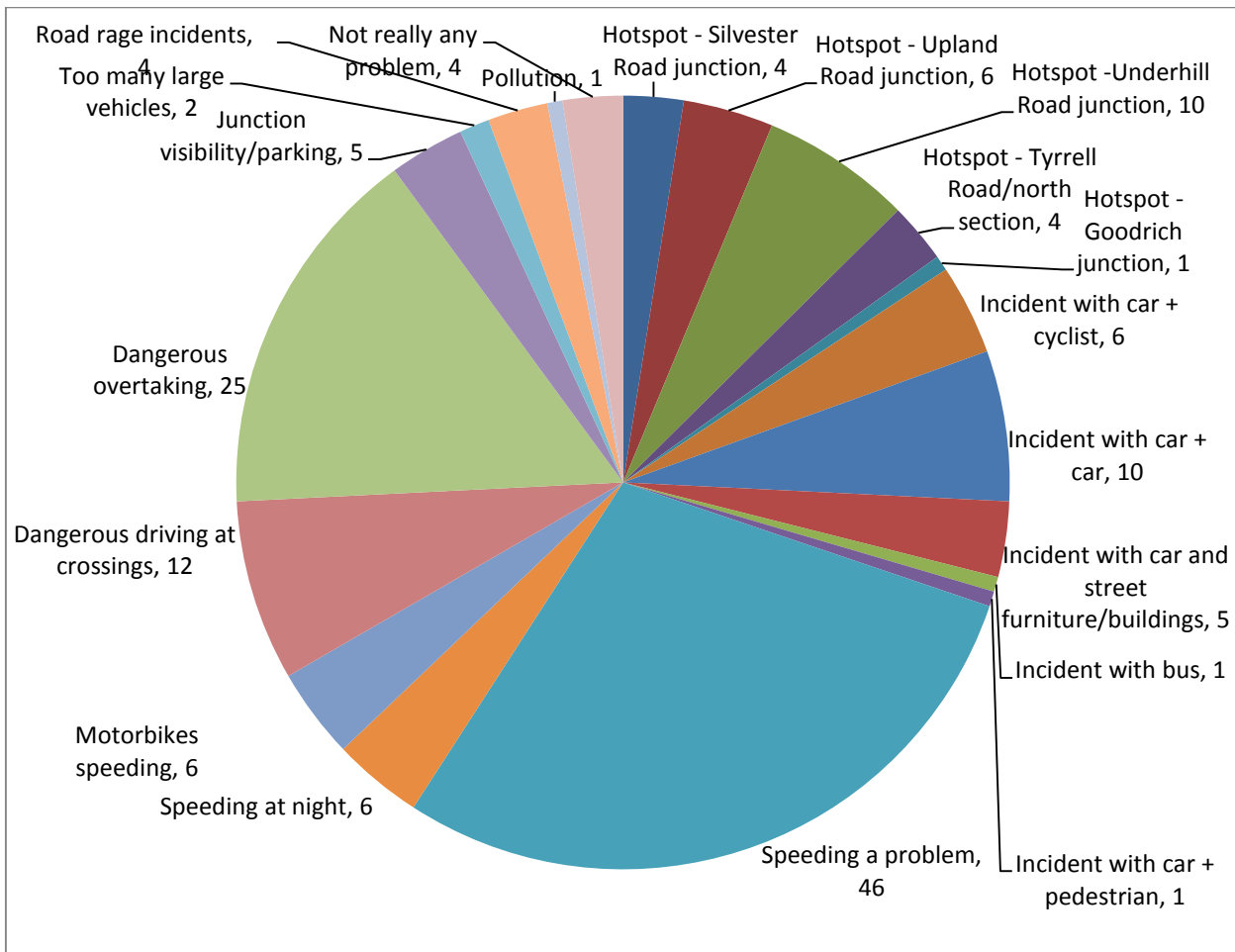
As can be seen from the above, the majority of respondents did feel there was too much motor traffic on Barry Road. As might be expected, this concern was strongest in those who identified as cyclists and pedestrians.

## Accidents or incidents of dangerous driving

We asked respondents whether they had observed accidents or incidents of dangerous driving on Barry Road and, if they had, to give details of the kinds of incidents they had observed. The charts below show the results of this question.



**Figure 3: Have observed accidents or incidents of dangerous driving on Barry Road**



**Figure 4: Features of accidents or incidents observed**

Summary of comments including major themes

## Theme

### Speeding is a problem:

- I regularly see cars and motorbikes driving dangerously and speeding. We have had two cats die as the result of being hit by speeding cars on the road and I am amazed that there have not been more accidents involving people than there have been.
- I live just a few houses along from Barry Road and I often see people speeding - often well in excess of 30mph, I would say - up and down the road, sometimes dangerously overtaking other vehicles in the process. I think the straightness of the road attracts speeding. I genuinely worry for my - and my family's - safety.
- Speeding: multiple incidents every day (e.g. last night a white BMW accelerated hard away from Barry Rd/Upland Road junction to approx 50mph by the Underhill Rd junction).
- I frequently witness vehicles travelling well in excess of 30 mph and late night buses travel at such speeds that my house shakes!
- I live on Barry Road and the traffic has been a concern for me for sometime now. I regularly witness drivers speeding up and down Barry Road as there are no speed cameras or speed bumps.
- Majority of drivers break speed limit, some by a large margin.
- Sometimes difficult for cars/bikes to cross over Barry Road on the perpendicular routes which leads to near misses with people pulling out unsafely (which is compounded by speeding traffic on Barry Road).
- Constant and regular speeding often far higher than even 30mph. People apparently trying to accelerate as fast as they can to high speeds.
- Every single day in those past 4 years, we have witnessed cars speeding (by our estimate, at least double the 20mph speed limit) and driving dangerously. At least once a day.
- Along the length of Barry Road, speeding is a major concern. I have often witnessed cars travelling at least 50 mph, and frequently over 30 mph.

### Dangerous overtaking is a problem:

- Cars will pull out in to oncoming traffic to overtake buses and crossing the road can often feel very unsafe.
- Motorists trying to keep to 20 mph are constantly being overtaken by others who get impatient.
- Vehicles exceeding the speed limit by sometimes over 40 mph. Over-taking buses and cars obeying the speed limit.
- Dangerous overtakes of buses, aggressive overtake of cyclists both up- and down-hill (either close-passing cyclists or pulling out in to oncoming traffic).
- Erratic overtaking of vehicles that are adhering to the speed limit. Drivers being irresponsible, driving too fast, aggressively overtaking slow vehicles.
- Many incidents of cars overtaking me at high speed (well over the speed limit) as I am cycling along Barry Road.
- I have observed excessive speeding by vehicles, dangerous overtaking and have also nearly been knocked off my bicycle by a courier van who overtook leading me to take evasive action.
- I recently waited behind a bus that was indicating to leave (as per the highway code) and so 3 cars behind me instead sped up to overtake both me and the bus, extremely dangerously and almost colliding with oncoming traffic. Cars frequently overtake me, putting me, them and oncoming vehicles in danger, even though I am cycling at around 15-20 mph and there is no need for them to overtake me.
- We have been driving ourselves at 20mph and been overtaken by cars and motorcycles using the road like a race track.

### Dangerous driving at pedestrian crossings:

- Vehicles only just stopping in time for the pedestrian crossing red light.
- On several occasions drivers have overtaken cars stopped on red at the pedestrian crossing by Upland Road and gone through the red lights, twice nearly knocking over my daughter (5 years old) and I whilst crossing. We have seen this happen to others frequently.
- Overtaking near the zebra crossing. Vehicles not stopping at zebra crossings.
- mornings are very busy with dangerous traffic for school runs and often drivers do not bother to stop for me at the pelican crossing on Barry Road leading onto Goodrich road.

## Theme

- Not stopping at red lights and not looking and taking care at all cross-road junctions.
- Near misses at pedestrian crossings and junctions with pedestrians having to exercise extra caution while walking.
- Cars fairly frequently do not stop at the Zebra Crossing at Goodrich Road - could there be a cross roads with lights here (and a camera) instead?
- Crossing road from the bottom of the drive up to St Clement's church to Silvester Road is absolutely treacherous - Brownies and Rainbows meet in the church hall on a Friday night and it's suprising there have been no children hit here!
- I have nearly been knocked down on several occasions where cars have speeded up to pass through an amber or even a red light at the pedestrian crossings.
- Drivers speeding down Barry rd not taking notice of pedestrians using the crossing (heavily used by school kids and people going to the park/nursery in Friern Rd.
- On several occasions I have witnessed cars failing to give way to pedestrians on the zebra crossing near Goodrich Road, the slightly raised speed table does not deter speeding.

## Hotspot – Underhill Road junction:

- A few years ago, an accident at junction with Underhill Rd. 2 cars involved, the one driving on Barry road was speeding and hit a car travelling westbound from Underhill rd. coming from . Fortunately nobody was walking at the junction, it could have resulted in fatalities.
- Junction at Barry Road and Underhill Road. I have seen three accidents here. When cycling I get off and walk or ride on the pavement to avoid dealing with it.
- Two car collision at the junction with Underhill Road.
- The Underhill road crossing is a nightmare as there is literally no visibility due to parked cars.
- The Barry Road/Underhill Road junction is still very dangerous. The pedestrian crossing is useful, but it only enables pedestrians to cross one side of the junction. Also, when the traffic lights are green, it encourages Barry Road traffic to go to fast, making it dangerous to turn out of Underhill Road and Mulberry Close. I have lived here 14 years, and there have been many collisions and near collisions. The visibility is particularly bad for cars when trying to turn right from Underhill Road onto Barry Road. For pedestrians, particularly children, it can be treacherous trying to cross Underhill Road at the crossroads.
- There have been a number of car accidents at the Barry Road/Underhill Road junction and on a couple of occasions incidents have left vehicles on the pavement and in peoples garden's.

## Incident between a car and another car:

- When living on Barry Road there were numerous cars that scraped sides of other cars as they were speeding and there was not enough time to slow down properly - this was near the crossing with Underhill road.
- The driver lost control and hit a parked car outside my house and finally stopped 50m further down the road after hitting over 4 other cars and shunting them across the pavements. Amazingly no one was walking along the pavement at the time.
- One car crash, car crossing from Underhill Road, and one car spun round having hit a parked car at the very northern end (between Upland and Peckham Rye).
- Car travelling at high speed smashing into parked cars outside our house.
- Saw a car crash during the summer period on Barry Road when someone was trying to get onto the road - section between St Clements Church and next junction - Uphill Road.
- I witnessed a collision during rush hour a few months ago, I have also seen collisions happen at the junction of Underhill Road and Barry Road as well as upland Road and Barry Road.

## Hotspot – Upland Road junction:

- Several accidents on the junction with Upland Road as visibility from Upland Road (coming from Lordship Lane) is poor, particularly when cars are speeding down Barry Road towards Peckham Rye. Accidents have included bikes, motorbikes and cars.
- Junction to Upland Road very dangerous.



Theme
<ul style="list-style-type: none"> <li>• Upland Rd/Barry Rd junction. Traffic can't turn into upland rd when cars are waiting there. Causes back ups on Barry Rd, road rage and damage to vehicles in upland rd.</li> <li>• twice I have nearly been involved in a pedestrian v vehicle accident where a driver was going too fast and turned into Upland Road/North Cross Road without pausing</li> </ul>
<p>Motorbikes speeding are a problem:</p> <ul style="list-style-type: none"> <li>• High volume of motor bikes speeding especially in evening and late night.</li> <li>• occasional excessive speeding (particularly, but not exclusively by motorbikes) and trying to overtake buses when there's oncoming traffic.</li> <li>• I live on Barry Road and regularly witness cars and in particular motorbikes doing speeds of 40+ mph. Drivers can see from top to bottom and use it as an opportunity to 'open up'</li> <li>• motorcyclist racing up and down the length of the road, turning off right or left and starting to race again.</li> <li>• Motorcyclists not always aware of the danger they put themselves in when overtaking</li> <li>• excessive speeding is pretty regular, noisy motorbikes.</li> </ul>
<p>Speeding at night is a problem:</p> <ul style="list-style-type: none"> <li>• I regularly notice vehicles speeding in the sector of Barry Road northeast of the proposed 20mph zone, between Peckham Rye and Upland Road; particularly at night or when there are no other cars around.</li> <li>• We live on Barry Road and frequently in the evening we hear cars and motorbikes going at incredible speed down the road. This is very noisy and unsafe as if someone was crossing the road at that time they wouldn't stand a chance. Because the road is long and straight I feel like cars will often take the opportunity to drive fast where they can.</li> </ul>
<p>Incident between a car and cyclist(s):</p> <ul style="list-style-type: none"> <li>• An accident between a bike and a car between Barry Road and junction with Underhill Road during rush hour. Bike was clipped, rider injured but not severely. Driver stopped.</li> <li>• I have experienced 3 vehicle incidents outside the front of my house in the past 2 years, one of these incidents involved a vehicle knocking a man off of his bike, he was not seriously injured thankfully and I spoke to those involved. The double sided parking means it is very narrow for cars to overtake and the car clipped the cyclists whilst passing him.</li> <li>• There was a collision outside St. Anthony's school between a car and a cyclist.</li> </ul>
<p>Parking at junctions/visibility is a problem:</p> <ul style="list-style-type: none"> <li>• Turning left / right in a car out of Tyrrell Road always feels dangerous because of poor visibility of cars coming from left. Vehicles park too close to junction, so not possible to see cars/ bikes travelling along Barry Road, so forced to take a chance that no cars/ bikes are travelling along Barry Road when turning into the road.</li> </ul>
<p>Incident between a car and buildings/street furniture:</p> <ul style="list-style-type: none"> <li>• A car was driving too fast and came off the road into the front of the flats next to the church opposite Sylvester.</li> <li>• I recently witnessed a driver run into a metal pole on the pavement</li> </ul>
<p>Hotspot – Silvester Road junction:</p> <ul style="list-style-type: none"> <li>• I have witness one serious accident on the junction of Silvester Road and Barry Road, which appeared to be caused by lack of visibility at the junction combined with excess speed.</li> </ul>
<p>Hotspot – Tyrrell Road/north section:</p> <ul style="list-style-type: none"> <li>• Turning left / right in a car out of Tyrrell Road always feels dangerous because of poor visibility of cars coming from left. Vehicles park too close to junction, so not possible to see cars/ bikes travelling along Barry Road, so forced to take a chance that no cars/ bikes are travelling along Barry Road when turning into the road.</li> </ul>
<p>Road rage incidents:</p>

## Theme

- I have been a victim of verbal abuse from another driver shouting at me to drive faster.
- aggressive driver deliberately swerving really close to cyclist
- Car overtaking at high speed, hooting at my daughter and I to get out the way as it came close to hitting us.

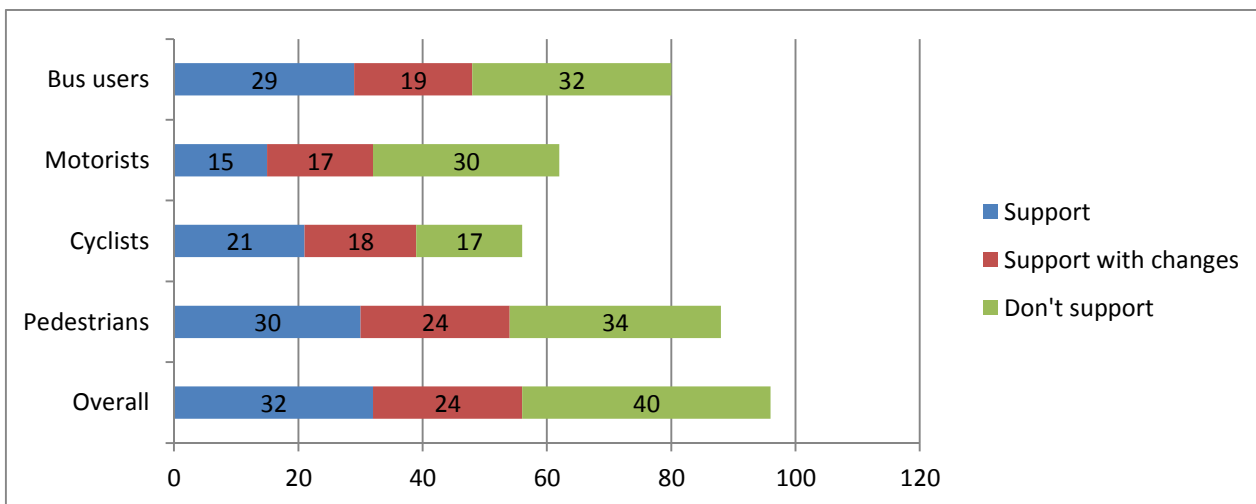
## Not really any problem:

- A very few people drive too fast, but this isn't a huge problem and certainly not one that needs traffic calming measures that will make life worse for bus passengers and the majority of motorists.
- I use Barry Road almost every day and have not observed traffic at high speeds on the road.

# Proposed Southwark Spine route (Barry Road south section)

We asked people 'To what extent do you agree with our proposal to run the Southwark Spine route on this section of Barry Road?' The table and chart below show the overall response, as well as the response broken down by transport type (as above, respondents could indicate more than one transport type)

	Overall	Pedestrians	Cyclists	Motorists	Bus users
Support	32	30	21	15	29
Support with changes	24	24	18	17	19
Don't support	40	34	17	30	32



**Figure 5: Support for proposed routing of Southwark Spine on south section of Barry Road**

As can be seen above, the majority of respondents in all transport categories were at least open to the idea of routing the Southwark Spine on the southern section of Barry Road, but many people did express reservations or concerns. These are summarised in the chart and table below.

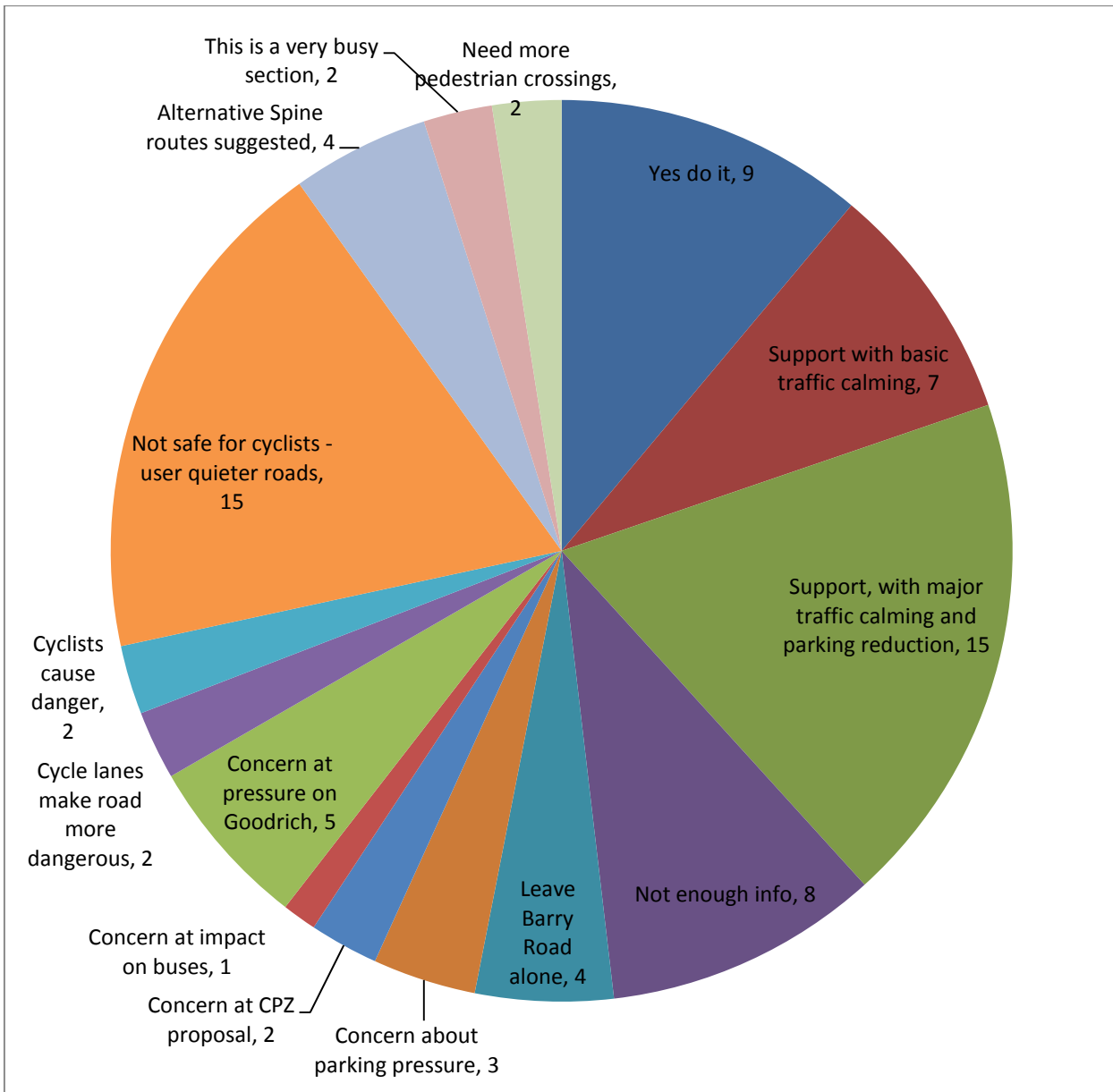


Figure 6: Comments on south section/Southwark Spine proposal

Theme
<p>Not safe for cyclists – use quieter roads:</p> <ul style="list-style-type: none"> <li>I feel the original plan to use Landells road is more ideal. Barry road is used by large vehicles, inc low emission hybrid buses which even at a very slow speed can appear to silently creep up and unnerve less confident cyclists simply due to their size.</li> <li>It's a very busy road so keeping cyclists to back streets where possible is preferable</li> <li>If I were thinking of cycling I would prefer the quiet of Landells Road to Barry Road which is a busy bus route. But I do not cycle.</li> <li>Less confident cyclists should be directed to the hugely quieter and slower side roads.</li> <li>Cycles should avoid as too narrow especially with buses. If two pass there is zero space.</li> <li>Barry Road will always be a much busier route than the existing proposed route for the spine.</li> <li>Barry Road is simply too busy to be attractive for 8-80 cycling without significant motor traffic reduction or</li> </ul>

**Theme**

installation of a cycle track, which would require removal of parking along one side.

- we don't think this would be a safe route for bicycles to use, both in terms of exposure to traffic as well as pollution.

Support, with major traffic calming and parking reduction:

- Quite obviously we will need protected cycle tracks on this section of Barry Rd. (up to Lordship Lane), there will need to be a new tiger crossing to help cyclists get over to the cycling infrastructure, as turning right onto Barry Rd. is not something easy for those less experienced cyclists.
- The only way less confident cyclists will be able to use this section of road is with stepped cycle tracks (lower than footway, higher than carriageway).
- Segregation of cyclists not just non-mandatory road marking
- To ensure the safety of cyclists a separate cycle route needs to be in place. At the moment cyclists share the road with traffic which is quite hazardous.
- A cyclist would stand no chance against some of the speeds I have observed so there will need to be other traffic calming measures in place to make this a safe cycling route.
- Cycle route needs to be physically segregated from traffic.
- Reduce traffic dominance by filtering out traffic
- This will only be good if traffic volumes and speeds are significantly reduced and walking and cycling is prioritised. This may require modal filtering to prevent through traffic. Modal filtering would also make driving less attractive than walking or cycling. Alternatively it may require one side of parking to be removed to provide segregated cycle lanes. Without these changes the route will not be attractive to people who are not currently confident enough to cycle. There needs to be frequent sinusoidal speed humps.
- The road needs to be made access only to prevent rat running in the area. There is too much traffic for this route to be attractive for cycling. If through traffic cannot be stopped then parking needs to be removed to make way for a segregated cycle lane.
- Ideally parking should be reduced to give room for segregated cycle lanes, wider pavements and pocket parks in the former parking spaces. Car parking could be in the centre so that parked cars are between the cycle lane and the motor traffic. A cross section should look like pedestrian footway, cycle path, parking, road, parking, cycle path, footway. If there isn't room then one side of car parking should be removed. Speed limiting should not negatively effect cycles - for example speed triggered traffic lights could stop drivers from going too fast.
- This proposal may have merits in order to improve connections to the cycling network if it is possible to ensure the safety of people cycling on Barry Road. Given the volume and speed of vehicles with more than 7,000 vehicles per day travelling on this part of Barry Road, this cannot be achieved without full segregation of people cycling.

Yes, do it:

- Seems sensible
- Anything which increases the level of active transport at the expense of motor vehicles should be encouraged.
- I think putting the bottom half of the spine on barry road is better than CP road. if coming from dulwich park or woodwarde road it will be much easier as a cyclist to get onto barry road than CP road - the junction and turns of CP road and lordship lane is v challenging on a bike.
- I support moving the Southwark Spine route to Barry Road, as ending it on Landells Road/Lordship Lane junction means cyclists have only one option - to join busy Lordship Lane. A routing along Barry Road gives opportunity for a safe crossing onto Eynella/Wordward Rd onwards to Dulwich Park or Dulwich Village.

Not enough info:

- How can we comment on what has not yet been decided as features for this stretch?
- How can you ask people to support this section as details are not available
- It is impossible to say if you support something unless you know what it means in practice. I don't know what a Southwark Spine is.

Theme
<ul style="list-style-type: none"> <li>I will have to have more information about the implications to make an informed decision</li> </ul>
<p>Support, with basic traffic calming:</p> <ul style="list-style-type: none"> <li>Traffic calming measures in Barry Road should be adequate and allow cyclists to feel safe. It is a wide road that can easily accommodate cyclists and other vehicles. Alternative routes are already available to the nervous cyclist.</li> <li>I would welcome changes that make this road safe for child cyclists. Currently I consider it too dangerous for my 14 and 11 year olds.</li> <li>I am in favour of the proposal especially if there are also traffic calming measures</li> <li>If there are measures put into place to reduce speeding of cars on Barry Road this would be fine. I currently avoid cycling down Barry Road as cars drive aggressively and often overtake cyclist when it is not safe to do so.</li> </ul>
<p>Concern at pressure on Goodrich Road:</p> <ul style="list-style-type: none"> <li>Goodrich Road is used by children attending Goodrich and Heber schools, so traffic during morning and afternoon times can be heavy. Goodrich Road junction with Barry Road is difficult to cross for drivers and cyclists so many use Crystal Palace Road and Landells Road to enter Lordship Lane. At times there is insufficient width in Landells and Goodrich to take 2 cars passing.</li> <li>Goodrich Road is quite busy though, and narrow. Two cars cannot pass alongside each other. Some kind of restriction on parking to widen the road or provide a cycle path would be advisable, or consideration given to making it a one-way only street.</li> <li>The junction with Goodrich Road would need improving to make as safe as possible for cyclists and give priority to cyclists as the quantity of traffic on Barry Road makes pulling out very difficult. Without other measures to dramatically reduce traffic on Barry Road, traffic lights would be the only option here.</li> </ul>
<p>Leave Barry Road alone:</p> <ul style="list-style-type: none"> <li>How can a road be healthy? This is nonsense, better to spend the money on improving road surface quality.</li> <li>Leave Barry Road alone. Its hard enough to find parking there for residents as it is.</li> <li>Having lived on the road over 30 years. This road is fine as it is!</li> <li>It is a beautiful uninterrupted piece of road and those without anything better do want to split it up and create a monstrosity so a VERY FEW can cycle. At the moment traffic flows Buses run on time and there is enough safe crossing near schools. Find another road to interfere.</li> </ul>
<p>Alternative Spine routes suggested:</p> <ul style="list-style-type: none"> <li>It makes far more sense to use the "back roads", which is how the rest of the proposed Spine is routed. It would make greater sense to take the Spine to the junction of Landells Road and Lordship Lane and to devote limited resources to improving the safety of that junction and the Plough crossroads (as is the longer term plan, apparently). If this is not done, it is likely that many cyclists will continue along Landells Road and take their chances at the Lordship Lane junction without the benefit of added safety measures</li> <li>In order to link the Spine with the west side of Lordship Lane, there is also a possible route by turning RIGHT at the Landells/Goodrich junction. This would mean cycling right along Goodrich Road to Lordship Lane and turning left onto Lordship Lane, followed by an immediate right turn onto Milo Road. The Lordship Lane crossing could be protected by cyclist/pedestrian traffic lights. Has this been considered?</li> <li>I would never consider going up Barry Road towards Dulwich Library as that side of the junction is too dangerous. On the other hand, I cycle most of Landells Road every day, which is nice and quiet to cycle on and feels 100 per cent safer than any stretch of Barry Road. Barely any cars, no danger of being hit by a red bus that wasn't looking, no speeding cars... if there was a plan that made it clearer what cycle infrastructure would actually be put in place, maybe I would change my mind. But as it currently stands, I think Landells Road is a far safer option. That is if you want to attract families and the average person to take up cycling..</li> </ul>
<p>Concern about parking pressure:</p>

## Theme

- The main concern I have about this is the impact on parking if you put any kind of marked cycle lane on the road. There is already very little parking on this bit of the street with a number of the houses having dropped their curbs. We have a family and already struggle to park near the house and it would have significant implications for us and others we know on the street if further parking was reduced.
- Loss of parking spaces would be a problem if this happens as a result of the works. The council should not approve any more dropped curbs for driveways as this is great for one household but terrible for the rest of the street. The decision to drop the curb near the bus stop at the top of the road has caused considerable pressure on parking spots.

The table below shows major themes identified by those people who said that they supported the proposals for the Spine but with changes.

## Theme

More needed to make route viable for cyclists/pedestrians:

- Cycle route needs to be physically segregated from traffic.
- Changes must also be made to Crystal Palace Park Road in this case.
- The junction of Barry Road and Goodrich Road is currently not safe as motor vehicles often do not slow down enough to observe pedestrians and cyclists who may be crossing or turning.
- If there are measures put into place to reduce speeding of cars on Barry Road this would be fine.
- The current cycle route is via Etherow Street, which is fundamentally problematic. Etherow Street is a bus route for the number 12 and 40 buses, with buses stopping at a stand outside St. Anthony's school. There is also a lot of pedestrian and vehicle traffic because of the school. Etherow Street is one way, apart from the contraflow cycle lane, which makes it dangerous for cyclists and pedestrians
- Goodrich Road is quite busy though, and narrow. Two cars cannot pass alongside each other. Some kind of restriction on parking to widen the road or provide a cycle path would be advisable, or consideration given to making it a one-way only street.
- It is also really essential for a pedestrian crossing to be introduced between Goodrich Road and Lordship Lane. There is a desire-line that goes from the corner of Etherow Street (north side) across to the bus-stop DB on Barry Road. Please introduce a pedestrian crossing here before someone gets hurt. As it is a school-run it is also a real danger to children.
- Reduce traffic dominance by filtering out traffic
- Better lighting - lights obscured by trees.
- It may require one side of parking to be removed to provide segregated cycle lanes. Without these changes the route will not be attractive to people who are not currently confident enough to cycle.
- There needs to be frequent sinusoidal speed humps.
- The road needs to be made access only to prevent rat running in the area. There is too much traffic for this route to be attractive for cycling.
- A routing along Barry Road gives opportunity for a safe crossing onto Eynella/Wordward Rd onwards to Dulwich Park or Dulwich Village. However, currently the Southern section of Barry Road would need substantial improvement to encourage less confident cyclists.
- The Barry Road/Lordship Lane junction needs improvement - the bus stand should be moved as this forces cyclists out into traffic, and replaced with a segregated cycle lane with priority at the traffic lights. This would mean removal of one traffic lane, but banning right turns onto Lordship Lane would reduce the impact of this.
- Route cyclists away from the junction on Lordship Lane.
- Ideally parking should be reduced to give room for segregated cycle lanes, wider pavements and pocket parks in the former parking spaces.
- Car parking could be in the centre so that parked cars are between the cycle lane and the motor traffic.
- Speed limiting should not negatively effect cycles - for example speed triggered traffic lights could stop

drivers from going too fast.

Support Spine proposal but oppose CPZ:

- I have seen on the map a proposed CPZ for much of East Dulwich including this part of Goodrich Road. I couldn't disagree more strongly with a CPZ, it will add costs to residents and bring no benefit to them at all. Actually it will prevent friends and family from popping round as they will not be allowed to park.

Support Spine but not at cost of parking spaces:

- Loss of parking spaces would be a problem if this happens as a result of the works.
- The council should not approve any more dropped curbs for driveways as this is great for one household but terrible for the rest of the street.

Not enough information:

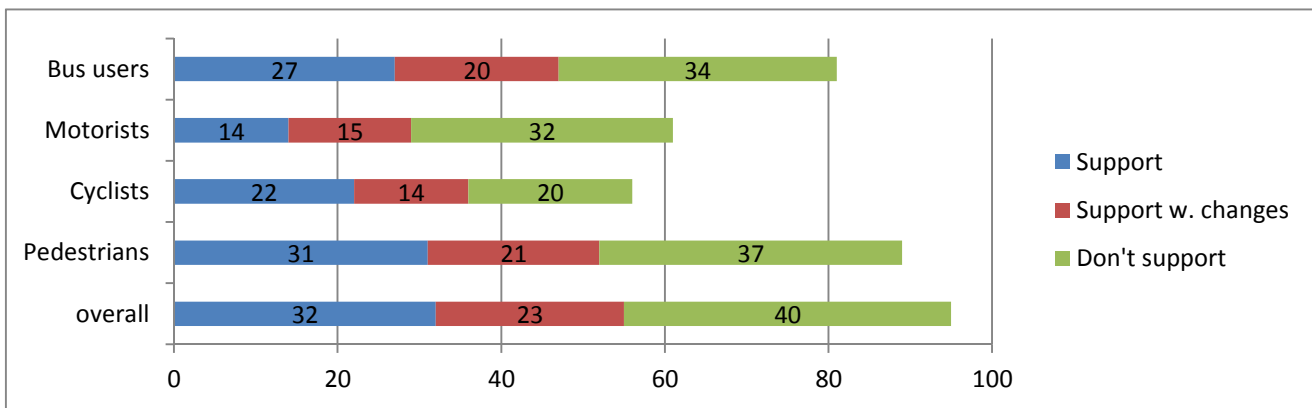
- I will have to have more information about the implications to make an informed decision



# Barry Road (middle section)

We asked people ‘To what extent do you agree with these proposals to reduce vehicle speeds and improve safety on this section of Barry Road?’ The table and chart below show the overall response, as well as the response broken down by transport type (as above, respondents could indicate more than one transport type)

	overall	Pedestrians	Cyclists	Motorists	Bus users
Support	32	31	22	14	27
Support w. changes	23	21	14	15	20
Don't support	40	37	20	32	34



**Figure 7: Support proposals for middle section of Barry Road**

As can be seen above, the majority of respondents were supportive in principle of the proposals to reduce speeds in this middle section of Barry Road, but many had reservations, which are categorised and described below. The larger number of those who identified as motorists did not support the proposals.

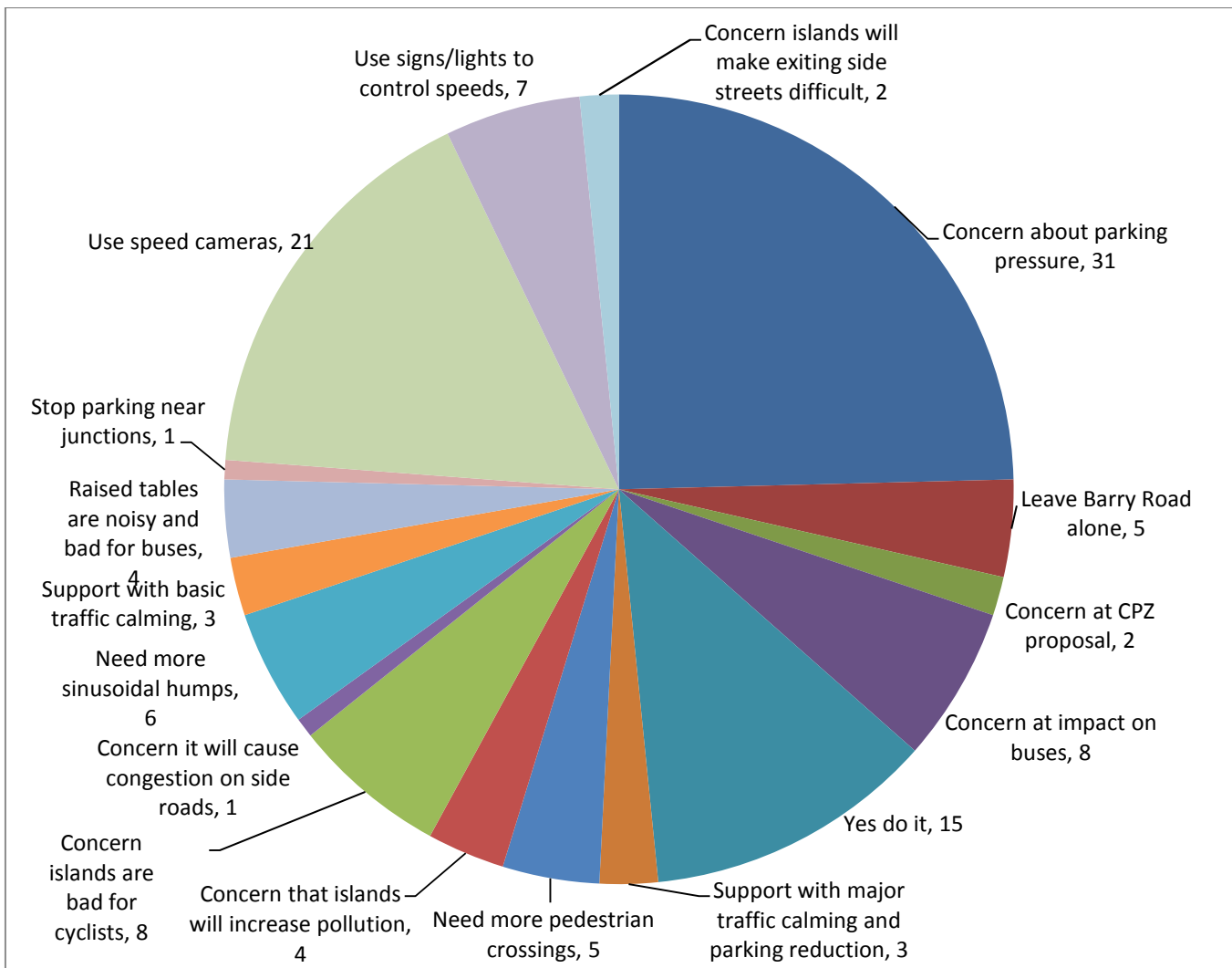


Figure 8: Comments on proposals for middle section

Theme
<p>Concern about parking pressure:</p> <ul style="list-style-type: none"> <li>This will only make finding parking for residents even harder. I do not support this</li> <li>Again, what justification other than to hasten a cpz is there for a 35% reduction in parking. Where are the traffic casualty figures that justify these? Seeing as many cyclists ride on the pavement why aren't councils looking at continental style division of pavements, not roads?</li> <li>The loss of so many parking spaces represents a serious issue of residents along the road and will increase parking pressure for residents (not commuters) in the area</li> <li>The total loss of 45 parking residential spaces along Barry road as a result of this overall proposal is unacceptable as that causes issues for residents on Barry road and as a result will impact other roads</li> <li>There are already parking pressures due to the councils anti car policy.</li> <li>Barry road is a residential road and reducing 28 parking space will have deverstating effect of parking for the rest of the road the road has already suffered 100 car space reduction due to buss border and unjustifiable yellow lines.</li> <li>It's a struggle to park at times already so this will make this problem worse. Could you add more traffic lights or speed cams instead?</li> <li>Losing 35% of parking spaces is unacceptable high. An alternative is needed that is less disruptive to</li> </ul>

## Theme

parking.

- Parking is a difficult issue in Barry Road. There simply are not enough parking spaces on the street to accommodate the number of residents' cars.
- Parking on Barry road for residents is already extremely difficult. Traffic islands are an extremely bad idea. Losing 28 spaces when there are already barely enough spaces would be disastrous. Losing a third of the parking spaces would be insane if the intention is to benefit local residents, who will then have to park far further away from their homes.
- The loss of parking spaces is unacceptable for local residents and will increase parking pressure on surrounding roads.
- With regard to the traffic island, we would expect that the loss of 35% of the parking spaces would have a significant effect on local residents. Many residents rely on cars as there are limited public transport options, particularly going east to west. Reducing parking spaces would increase parking pressure on neighbouring roads and residents are made to suffer for the reckless driving of other road users.
- Barry road is a residential area with lots of families, who need cars to help with daily life. Driveways are being given out only when double yellow lines are put 25 meters across it, removing local parking for other residents. It's ridiculous to now even reduce parking further, causing angst amongst residents.
- It is outrageous you are going to stop people parking where they need to park by cutting so much car parking space. This will force cars being parked in side roads and causing more congestion.
- The loss of 28 parking spaces in this area is a considerable amount for little discernible actual benefit (cars will go faster than 20m either side of the intervention in any case. There are church minibuses and vans that park in this area already; putting pressure on the available street parking. Plus cars left permanently parked for advertising, again putting pressure on available spaces. You should get rid of these perhaps?
- Sounds like a good idea. 28 parking spaces seems quite a lot for 2 traffic islands.
- Unsure regarding the new traffic islands due to loss of parking spaces. Parking is already scarce and this will be increased issue if CPZ are introduced on surrounding roads.
- I agree that the speed on the street needs to be more controlled but by not losing so many parking spaces. This is a residential road with many families with children living on so it would be extremely difficult to park.
- Traffic islands at the cost of 28 parking spaces just isn't going to work as this will mean residents will have to park (if they can find a spot) a long way from their houses.
- There are significant loss of space for parking already because of the double yellow lines. it will be difficult to lose a further 28 spaces.

Use speed cameras:

- Put speed camera on all residential road. Specially on Barry road to in force speed restriction
- It would be better to put average speed cameras along this section
- Please consider installing speed cameras as that would be just as effective
- Why don't you just put speed cameras on the road and fine speeders £500 when they break the limit.
- I see there is no chance of getting a speed camera - this is frustrating as it is the one thing that could be done which would actually benefit local residents - i.e. reduce speeding on the road without making their lives far more difficult than it need be (reduced parking and increased noise).
- Why can average speed cameras or speed signs not be used to avoid increasing noise on this road.
- I would like to see the speed limit enforced by the use of speed cameras and fining the culprits. I feel this would be more effective and tackle the problem without inconveniencing residents.
- The simplest solution would seem to be to install 3 (operational) speed cameras near the Barry/Goodrich, Barry/Underhill and Barry/Upland intersections. The money raised from dangerous drivers will be redistributed to councils by the Department of Transport. This also ensures that the people who are behaving recklessly bear the cost of it.
- I would like to see average speed cameras installed so that parking on the street is not affected. This would be cost neutral due to the fines received.
- A speed camera positioned away from the junctions would be more effective, particularly the average

**Theme**

speed type.

- I would prefer there to be speed cameras along Barry Road, or options to reduce the amount of traffic using the street

Yes do it:

- Good. Less parked cars will improve visibility.
- Good suggestions but parked cars near to all junctions need to be stopped - not just this one. With so many junctions and traffic crossing them the visibility is bad and dangerous.
- I totally support this as cars drive to fast on Barry Rd and it's dangerous for people walking and crossing road. Also, busses driving fast make houses vibrate.
- This would make a positive difference to the road. The road is not of an adequate width for buses to travel when cars are parked either side of the road. The measures should also slow down buses which travel at excessive speed particularly through the later hours and early morning.
- These seems like a reasonable idea.
- Measures desperately needed to cut down dangerous driving
- These changes are much needed. Can you also put some mirrors up to improve visibility coming out of underhill road (either side).
- No one in London is entitled to park outside their house. I can't. Overall rd safety has to come first
- I support the recommended changes to introduce raised traffic tables.
- Support reallocation of road space from private vehicles to walking and cycling safety. This is good since car ownership in the borough is known to be reducing and only a minority of residents own cars.
- I support the measures proposed, particularly the traffic islands either side of the junction with Silvester Road, where I live. These will slow traffic close to the junction and I assume remove all parking either side of the junction, increasing visibility. I acknowledge this may create parking issues as Barry Road residents start parking on Silvester Road, but I think it is worth it. Combined with a CPZ this may not be a problem.

Concern at impact on buses/bus routes:

- Your proposal with impede bus routes and times and may, like a previous speed hump along this road, cause problems to buses which had to be removed
- The traffic islands are not a good idea and will cause blockages on the road. As it is Barry Road is a key bus route, which can sometimes hold up traffic. On refuse collection days or when delivery drivers or builders stop on the road, it also creates gridlock with the buses and further delays traffic/bus commuters.
- I am opposed to the introduction of islands. I have seen other places where this has been tried, on main roads which are bus routes, and it creates more problems than it solves.
- It also needs to be considered whether buses would be able to cross the raised tables safely.
- This will cause unnecessary obstacle for buses.

Concern islands are bad for cyclists:

- Traffic islands are terrible for a cyclist as cars are trying to squeeze past you unless you own the road.
- Although parallel cycle provision is intended to the north and the south the traffic counts reveal that people do cycle along Barry Road and that if horizontal deflections are used, then it is important that these do not constitute a danger to people cycling as vehicles move to avoid them. Vertical deflections in the form of raised tables (potentially with Zebra Crossings on top of them) are a more tried and tested solution
- There shouldn't be pinch- points for cyclists , and cyclists should not have to be deflected
- The traffic islands will create a pinch point for cyclists. Unless the traffic can really be calmed to sub 20mph speeds (where cyclists can ride "in primary") this is an unwelcome intervention.
- The traffic islands will create dangerous pinch points for cyclists where cars overtake too closely or come up very close behind cyclists, making it feel unsafe. This is especially problematic on the uphill sections where cyclists will be unlikely to match the speed of any cars. Any road narrowing should have cycle bypasses the remove the need for cyclists to 'horizontally deflect'. For example the section of cycle superhighway 6 on Regent Square WC1H does this. Here cars slowed down very effectively whilst

Theme
<p>cyclists are uninhibited.</p> <ul style="list-style-type: none"> <li>The issue with traffic islands is they increase danger to less confident cyclists as drivers try to squeeze past (which I assume is why they are being removed on Crystal Palace Road). The Southwark Spine route must be made to be a much more appealing route for cyclists (including a significant reduction in traffic through modal filtering) and signed as such, to encourage less confident cyclists onto that route instead of Barry Road</li> <li>If there are to be pinch points then there must be bicycle bypasses for those going up the hill, as at this point those on a cycle will be going much slower and will be vulnerable for dangerous overtakes at the site of the traffic islands.</li> </ul>
<p>Use signs/lights to control speeds:</p> <ul style="list-style-type: none"> <li>Could one not install these "count down " traffic lights at the junction thus not effecting loss of parking spaces. Like they have at Herne Hill Junction and at Dulwich Village.</li> <li>Speed awareness signs indicating your speed - red if above and green if below the speed limit.</li> <li>Other options that could be considered are the use of Give Way or Stop signs on Barry Road at the intersections with other roads. This has been tried on East St and Portland St and appears to be working reasonably well. Another option would be trialling Vehicle Activated Signs that incorporate ANPR - this is understood to be effective at reducing speeds of speeding vehicles significantly.</li> <li>There should be speed activated red lights (<a href="https://www.scotsman.com/news/transport/scotland-gets-first-speed-busting-traffic-lights-1-3720087">https://www.scotsman.com/news/transport/scotland-gets-first-speed-busting-traffic-lights-1-3720087</a>) to effectively reduce speeds.</li> <li>Consider using several traffic lights linked to speed cameras (as used on the continent). When a car speeds, the next light turns red.</li> <li>I would prefer more sophisticated answers such as speed triggered traffic lights</li> </ul>
<p>Need more sinusoidal speed humps:</p> <ul style="list-style-type: none"> <li>I would add speed bumps along the road, as in the adjacent roads.</li> <li>There needs to be very frequent sinusoidal speed humps.</li> <li>There needs to be lots of sinusoidal speed humps.</li> </ul>
<p>Need more pedestrian crossings:</p> <ul style="list-style-type: none"> <li>The raised table seems a better idea.</li> <li>More pedestrian crossings would slow traffic and make pedestrians feel safer.</li> <li>There needs to be increased pedestrian crossings at all parts of Barry Road, as they are currently very far apart.</li> <li>I support raised tables especially those with Zebras. Please consider Copenhagen style (pedestrians have priority over motor vehicles and cycles) crossings at side streets, making Barry Road more pleasant to walk along.</li> <li>Ideally we need more safe places to cross the road, especially for children. It is a busy route for children walking to numerous local primary and secondary schools, and the current provision is insufficient. I would welcome the addition of new pedestrian crossings, as follows: <ul style="list-style-type: none"> <li>On Barry Road, between Underhill and Goodrich Road</li> <li>Pedestrian crossings across all four roads at the Barry Road/Underhill Road intersection</li> </ul> </li> </ul>
<p>Leave Barry Road alone:</p> <ul style="list-style-type: none"> <li>Traffic is fine, speeds are fine, not an issue.</li> <li>As a resident, walker, cyclist, bus user and motorist on Barry Road, I don't feel there is even a problem here to be addressed!</li> <li>There is no need for humps or speed limits. People should be responsible drivers</li> </ul>
<p>Raised tables are noisy and bad for buses:</p> <ul style="list-style-type: none"> <li>A speed table was a nuisance at the junction of Upland Road and Barry Road when this was tried and it was soon removed. Why would it be any different here? Both these measures would make bus travel</li> </ul>

## Theme

slower and much more unpleasant as they bounce their way over the table.

- Vertical deflection isn't a bad idea but local residents will no doubt suffer from the constant banging sound as the cars drive over them faster than they should.
- The use of raised traffic tables will cause a significant increase in road noise, especially for HGVs.
- Raised table at Underhill - last time raised tables were introduced, TFL would not allow buses to run in the street as these affected the bus undercarriage and passenger 'comfort'.
- Another raised table will be a disaster because of the increased noise from vibration, revving and increased fumes. They do not slow the traffic and empty buses going fast over them are a nightmare for residents when the vibration can be felt in bed.

## Concern that islands will increase pollution:

- Planned Traffic islands; This would result in unnecessary increased pollution due to vehicles slowing to navigate and then accelerating away rather than maintaining a constant speed. Just like speed bumps.
- Slowing traffic down will result in higher levels of pollution as vehicles queue to get through the restrictions
- We are, however, concerned that slowing traffic through traffic islands and raised tables will increase traffic jams and localised air pollution as cars slow down and then accelerate.
- I have experience with this horizontal deflection previously and noise for residents will be increased as vehicle slow and then speed up again creating not only more noise from revving but increased exhaust fumes.

## Support, with major traffic calming and parking reduction:

- How about putting in cycle lanes instead? Makes road narrower, cars need to slow down and it doesn't create huge obstacles for cyclists to navigate on an already busy road. Even a cycle path on one side would help if the road isn't wide enough.
- I think the problem is that motorbikes can see to the bottom / top and have right of way. Could you also introduce a mini roundabout at the junction of Barry Rd and Underhill Rd, to force traffic to slow down? Or traffic 'chicanes' have been introduced along other long straight roads (e.g. Burntwood Lane in Wandsworth)
- These measures will only amount to tinkering around the edges of the problems whilst volumes of motor traffic remain so high. The use of modal filters would prevent rat running through this area and ensure vehicles remain on main roads. This would make a much more cost effective option.
- more preferable is the closing of Underhill Road/Silvester Road as through routes, as they are heavily used as rat runs, although I appreciate out of scope for this consultation.
- for the road to be considerably narrowed for motor traffic by widening the pavements and putting in segregated cycle lanes with parked cars on the outside next to the stream of motor traffic.

## Support, with basic traffic calming:

- Alternative measures to create more of a sense of place, rather than just impose obstacles to driving, should be:
  - convert signalled crossings into zebras (closer to desire line), raising the whole junction and crossing onto table. Not only giving greater pedestrian priority and helping cyclists cross but increasing driver uncertainty to slow their speeds. This would create more of a perception of going through a public space, breaking up the linearity of the road, rather than just over a hump.
  - \* removing median line markings, which research shows does have speed reducing effect (whereas it's proven SLOW markings have no impact at all)
  - \* adding deterrent strip of different colour road surface along parking bays to visually narrow carriageway
- Another option might be the removal of the centre white line as has occurred on the TLRN on Kennington Park Road and Tooley St.

The table below shows major themes identified by those people who said that they supported the proposals for the middle section, but **with changes**.

## Theme

Support principle but not with parking loss:

- I agree that the speed on the street needs to be more controlled but by not losing so many parking spaces. This is a residential road with many families with children living on so it would be extremely difficult to park
- Reduce speed but install speed cameras instead. Losing that many parking spaces is mad - there is already not enough parking in the area. This would impact side streets.
- I support the recommended changes to introduce raised traffic tables. Traffic islands at the cost of 28 parking spaces just isn't going to work as this will mean residents will have to park (if they can find a spot) a long way from their houses.
- Instead placing a speed camera on traffic light pedestrian crossing with markings on the road would perhaps be a good alternative - certainly to potentially reduce the number of traffic islands and loss of parking spaces.
- Parking is already scarce and this will be increased issue if CPZ are introduced on surrounding roads.
- There are significant loss of space for parking already because of the double yellow lines

Concern about specific features:

- Dependent on the width of road re islands at Silvester Road
- Seems pointless to have seats where you have placed them unless a call for them from disabled/elderly/etc - this is not a road for walking other than to get where you are going and certainly not one where anyone will choose to sit for pleasure.
- I am also concerned about having the proposed bike stand and seat right outside our house. I am worried that it will encourage people to loiter and make a nuisance of themselves. We already have the bus stop right outside and on a number of occasions have had people sitting on our wall and even coming inside our gate and sitting on our doorstep. I also worry about the bike stand taking up valuable car parking space - something that is already in short supply as we have a number of church vans competing for spots with residents. I am also concerned that our view onto the street will be affected by the bike stand. I would recommend finding an alternative location for the bike stand and seat - there are already two proposed at the Underhill junction.
- Raised table at Underhill - last time raised tables were introduced, TFL would not allow buses to run in the street as these affected the bus undercarriage and passenger 'comfort'.
- I have experience with this horizontal deflection previously and noise for residents will be increased as vehicle slow and then speed up again creating not only more noise from revving but increased exhaust fumes. Another raised table will be a disaster because of the increased noise from vibration, revving and increased fumes. They do not slow the traffic and empty buses going fast over them are a nightmare for residents when the vibration can be felt in bed.

Need changes to make viable for cyclists/pedestrians:

- The traffic islands will create a pinch point for cyclists. Unless the traffic can really be calmed to sub 20mph speeds (where cyclists can ride "in primary") this is an unwelcome intervention.
- I support raised tables especially those with Zebras. Please consider Copenhagen style (pedestrians have priority over motor vehicles and cycles) crossings at side streets, making Barry Road more pleasant to walk along.
- Ideally we need more safe places to cross the road, especially for children. It is a busy route for children walking to numerous local primary and secondary schools, and the current provision is insufficient. I would welcome the addition of new pedestrian crossings, as follows:
  - On Barry Road, between Underhill and Goodrich Road
  - Pedestrian crossings across all four roads at the Barry Road/Underhill Road intersection
- If there are to be pinch points then there must be bicycle bypasses for those going up the hill, as at this point those on a cycle will be going much slower and will be vulnerable for dangerous overtakes at the site of the traffic islands.
- Support reallocation of road space from private vehicles to walking and cycling safety. This is good since car ownership in the borough is known to be reducing and only a minority of residents own cars.

- The use of modal filters would prevent rat running through this area and ensure vehicles remain on main roads. This would make a much more cost effective option.
- The islands will not help to reduce aggressive driving. For example they exist on Lyndhurst Way and do little to slow the traffic. Cars still try to overtake cyclists very closely at these points or drive aggressively close behind..
- There should be speed activated red lights (<https://www.scotsman.com/news/transport/scotland-gets-first-speed-busting-traffic-lights-1-3720087>) to effectively reduce speeds.
- I support the measures proposed, particularly the traffic islands either side of the junction with Silvester Road, where I live. These will slow traffic close to the junction and I assume remove all parking either side of the junction, increasing visibility. I acknowledge this may create parking issues as Barry Road residents start parking on Silvester Road, but I think it is worth it. Combined with a CPZ this may not be a problem.
- The Southwark Spine route must be made to be a much more appealing route for cyclists (including a significant reduction in traffic through modal filtering) and signed as such, to encourage less confident cyclists onto that route instead of Barry Road.
- The raised table at Underhill Road may help reduce speeds, but it needs to be severe enough to actually slow traffic, unlike the ineffective table at the Goodrich Road junction
- A speed camera positioned away from the junctions would be more effective, particularly the average speed type.
- Also more preferable is the closing of Underhill Road/Silvester Road as through routes, as they are heavily used as rat runs, although I appreciate it is out of scope for this consultation.
- I would prefer more sophisticated answers such as speed triggered traffic lights, or for the road to be considerably narrowed for motor traffic by widening the pavements and putting in segregated cycle lanes with parked cars on the outside next to the stream of motor traffic.

Alternative proposals:

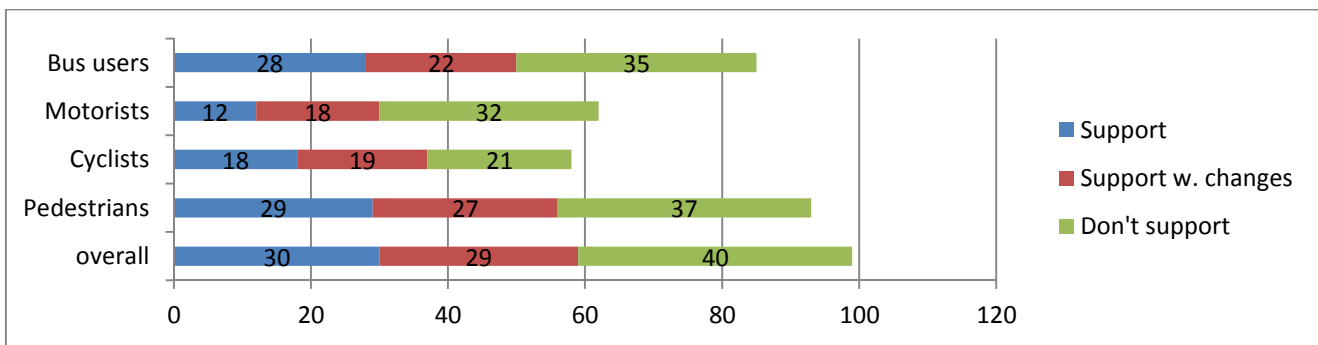
- I would prefer there to be speed cameras along Barry Road, or options to reduce the amount of traffic using the street (re-route 197 bus for example).
- Could one not install these "count down " traffic lights at the junction thus not effecting loss of parking spaces. Like they have at Herne Hill Junction and at Dulwich Village.
- A ban on vans parking on Barry Road 24/7 - when they don't even live in the area or if they do a charge ie £20 a day.



# Barry Road (north section)

We asked people ‘To what extent do you agree with these proposals to reduce vehicle speeds and improve safety on this section of Barry Road?’ The table and chart below show the overall response, as well as the response broken down by transport type (as above, respondents could indicate more than one transport type).

	overall	Pedestrians	Cyclists	Motorists	Bus users
Support	30	29	18	12	28
Support w. changes	29	27	19	18	22
Don't support	40	37	21	32	35



**Figure 9: support proposals for north section of Barry Road**

As can be seen above, the majority of respondents were supportive in principle of the proposals to reduce speeds in this north section of Barry Road, but many had reservations, which are categorised and described below. The larger number of those who identified as motorists did not support the proposals.

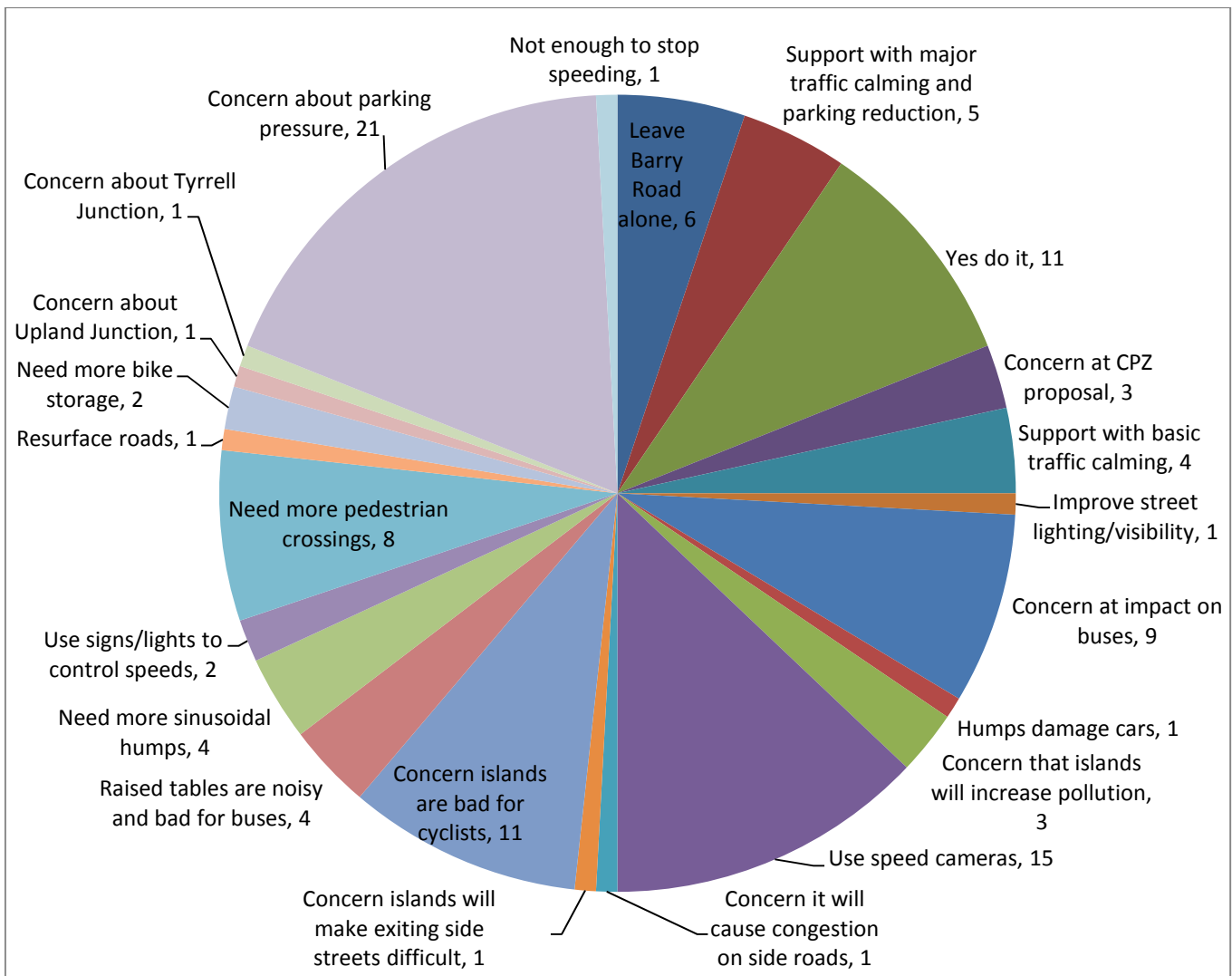


Figure 10: comments on proposals for north section

Theme
<p>Concern about parking pressure:</p> <ul style="list-style-type: none"> <li>The loss of so many parking spaces represents a serious issue of residents along the road and will increase parking pressure for residents (not commuters) in the area</li> <li>The total loss of 45 parking residential spaces along Barry road as a result of this overall proposal is unacceptable as that causes issues for residents on Barry road and as a result will impact other roads</li> <li>17 parking spaces is a lot of space that is required by residents. This is a poor solution.</li> <li>I think traffic slowing measures would be ok but losing 25% of parking spaces is far too much. An alternative approach should be used that has less loss of parking space while still retaining traffic slowing measures.</li> <li>Parking on Barry road for residents is already extremely difficult. Traffic islands are an extremely bad idea. Losing 17 spaces when there are already barely enough spaces would be disastrous. Losing 25% of the parking spaces would be insane if the intention is to benefit local residents, who will then have to park further away from their homes.</li> <li>See previous comments re Parkin spaces but agreement in principle to traffic calming measures</li> <li>strongly disagree with losing so many parking spaces as this is a residential road with many families with young children living on. The road speeding must be more controlled but surely there is another way to do so.</li> </ul>

## Theme

### Use speed cameras:

- If you want to reduce speeds bring in speed cameras, not take away parking spaces.
- Average speed camera will be self funding without impeding residents, buses and emergency services
- SPEED CAMERAS!! Punish the guilty please don't reduce the throughput of Barry Road to try and reduce the speed of a few. It is a two lane road used as a bus route.
- The simplest solution would seem to be to install 3 (operational) speed cameras near the Barry/Goodrich, Barry/Underhill and Barry/Upland intersections. The money raised from dangerous drivers will be redistributed to councils by the Department of Transport. This also ensures that the people who are behaving recklessly bear the cost of it.
- The obvious speeding problems would be solved by average speed cameras.
- Instead of so many islands can speed cameras not be fitted to the two traffic light pedestrian crossings and markings placed on the road to show they are in place?
- I support these changes as a minimum, although I feel that a couple of speed cameras away from the junctions would be more effective.

### Yes, do it:

- Speeds on Barry Road - particularly motor bikes later at night - are well in excess of 30mph. It feels very unsafe at all times. I strongly support measures to control speed.
- Good to physically slow things down.
- Total support. Could you add speed bumps?
- Barry Road is not currently safe for cyclists or car drivers. I have seen a number of bad accidents on the road over the years. The width of the road is simply not adequate for buses when cars are parked on both sides of the road. Safety must be the priority over car parking so I fully support these measures.
- I live on this part of Barry Rd and own a car but I recognise that road safety is more important than my wish to park my property on public road space.
- These changes must also be backed up by enforcement on speeding

### Concern islands are bad for cyclists:

- traffic islands create danger zones for cyclists and pedestrians are really better served by zebra crossings with traffic lights. Making the road for cars narrower by putting in cycle paths would solve this.
- No space for traffic islands, something more visual and innovating is required to reduce speed. Traffic islands make it more dangerous for cyclists.
- I do not support horizontal deflection unless speeds can be brought below 20mph allowing cyclists to take primary position without the risk of close passes and aggressive overtakes. This rarely works in practice on a road of this type, people are just too impatient. See e.g. Milkwood Road in Lambeth or Burntwood Road in Wandsworth.
- The traffic islands will create dangerous pinch points for cyclists where cars overtake too closely or come up very close behind cyclists, making it feel unsafe. This is especially problematic on the uphill sections where cyclists will be unlikely to match the speed of any cars. Any road narrowing should have cycle bypasses to remove the need for cyclists to 'horizontally deflect'. For example the section of cycle superhighway 6 on Regent Square WC1H does this. Here cars slowed down very effectively whilst cyclists are uninhibited.
- cycle bypasses must be included for those going up the hill, on Barry Road as these points will create a dangerous pinch for those cycling (slowly) up the hill.
- Traffic islands can be dangerous to cyclists because less confident cyclists are forced close to the kerb and squeezed by anti-social drivers.

### Concern at impact on buses/bus routes:

- Your proposal will impede bus routes and times and may, like a previous speed hump along this road, cause problems to buses which had to be removed
- The island will cause more congestion to the buses

## Theme

- The buses struggle already to pass one another.
- The traffic islands are not a good idea and will cause blockages on the road. As it is Barry Road is a key bus route, which can sometimes hold up traffic. On refuse collection days or when delivery drivers or builders stop on the road, it also creates gridlock with the buses and further delays traffic/bus commuters.

### Need more/better pedestrian crossings:

- convert signalled crossings into zebras (closer to desire line), raising the whole junction and crossing onto table. Not only giving greater pedestrian priority and helping cyclists cross but increasing driver uncertainty to slow their speeds. This would create more of a perception of going through a public space, breaking up the linearity of the road, rather than just over a hump.
- Traffic islands do not serve to enhance or improve the experience of pedestrians or cyclists. Pedestrian crossings and designated cycle routes would be a better solution.
- Will be good to have a place to cross in between the two current crossings which are quite far apart.
- Due to the frequency of drivers accelerating through the pedestrian crossing by Barry Road when the lights are red (overtaking cars stopped), this crossing needs a camera. Someone will be seriously injured at some point - my daughter (5 years old) and I have had several near-misses and on one occasion I had to grab her and jump out of the way of a car to avoid serious injury or worse. This happens to others regularly and I fear a traffic island some distance away won't provide sufficient discouragement.
- actual zebra crossings would be nice. at least make sure the traffic islands are wide enough for someone to stand on comfortably esp if they're crossing with a bike or pushchair. would really like some kind of treatment for the 'crossing' at the tire place/near the clock house at the north end of barry road. lots of people cross here but it can be a long wait when it's busy.
- I support vertical deflection, especially with Zebras.
- I have lived at Mulberry Close for 14 years. Ideally we need more safe places to cross the road, especially for children. It is a busy route for children walking to numerous local primary and secondary schools, and the current provision is insufficient.
- I would also like to see a zebra crossing on Upland Road west of Barry Road to aid crossing as a pedestrian.

### Leave Barry Road alone:

- Traffic is fine, speeds are fine.
- Parking is tricky enough here already at times, and the loss of that many spaces will make things worse. As I don't feel the problem you say exists is even significant enough to be worth addressing, please just leave things alone!
- So what if people drive at 25mph? If they are doing it safely it is better than someone doing 15mph but on their phone or drunk. Why don't you try and do something about people who abandon their responsibility of being a safe pedestrian? Those who stroll across a road on their phone are more irresponsible than those drivers who might do 28mph but are awake, aware and alert. Southwark Council is so short sighted and going for easy targets.

### Support, with major traffic calming and parking reduction:

- I don't think these go far enough. Raised tables in Southwark seem consistently flawed or faulty without actually impacting vehicles long term. I would suggest you do more to deter vehicles entering Barry Road to begin with. Particularly those vehicles which take advantage of the empty long straight road at night to speed
- Traffic should not be allowed to turn into upland rd travelling south from Peckham Rye. It makes upland rd/north cross rd a rat run with large lorries and coaches using it. Restrict access to light vehicles
- Changes do not go far enough. Efforts should also be made to reduce the number of vehicles and improve the junction at the Peckham Rye end of Barry Road.
- Support reallocation of road space from private vehicles to walking and cycling safety. This is good since car ownership in the borough is known to be reducing and only a minority of residents own cars. It will help to make driving in the area less attractive than walking or cycling and therefore promote better forms of transport.

Theme
<p>These measures will only amount to tinkering around the edges of the problems whilst volumes of motor traffic remain so high. The use of modal filters would prevent rat running though this area and ensure vehicles remain on main roads. This would make a much more cost effective option. The islands will not help to reduce aggressive driving. For example they exist on lyndhurst way and do little to slow the traffic. Cars still try to overtake cyclists very closely at these points or drive aggressively close behind.</p> <ul style="list-style-type: none"> <li>I would prefer more sophisticated answers such as speed triggered traffic lights, or for the road to be considerably narrowed for motor traffic by widening the pavements and putting in segregated cycle lanes with parked cars on the outside next to the stream of motor traffic.</li> </ul>
<p>Need more sinusoidal humps:</p> <ul style="list-style-type: none"> <li>There needs to be very frequent sinusoidal speed humps.</li> </ul>
<p>Raised tables are noisy and bad for buses:</p> <ul style="list-style-type: none"> <li>A table was tried previously at the junction of Upland Road and this was so un-popular that it was quickly removed. Why will it be any better this time! Speed tables are horrible to go over on a bus, and any traffic islands will make it very tricky for buses to squeeze past.</li> <li>Raised traffic tables increase road noise and should not be inflicted on local residents.</li> <li>lots of people around the current raised treatments complain about building vibrations so adding many more raised treatment on Barry Road will cause even more problems.</li> </ul>
<p>Support, with basic traffic calming:</p> <ul style="list-style-type: none"> <li>removing median line markings, which research shows does have speed reducing effect (whereas it's proven SLOW markings have no impact at all) - adding deterrent strip of different colour road surface along parking bays to visually narrow carriageway</li> </ul>
<p>Concern at CPZ proposal:</p> <ul style="list-style-type: none"> <li>I'm sure this is part of a plan to introduce a controlled parking zone.</li> <li>The concept of a proposed east Dulwich cpz as per your map won't assist as there is very little evidence of commuter parking therefore this will effect residential parking and not commuter parking</li> <li>I do not support the proposed CPZ, specifically on Oakhurst Grove.</li> <li>I support speed limitations.. But what I strongly oppose is the proposal for CPZ, This will impact surrounding areas adversely. The Parking situation here is a major positive to the area. Shame to change it to provide another revenue source from the residents pocket</li> </ul>
<p>Concern that islands will increase pollution:</p> <ul style="list-style-type: none"> <li>Planned Traffic islands; This would result in unnecessary increased pollution due to vehicles slowing to navigate and then accelerating away rather than maintaining a constant speed. Just like speed bumps.</li> <li>Slowing traffic down will result in higher lev.es of pollution as vehicles queue toget through the restrictions</li> <li>We are, however, concerned that slowing traffic through traffic islands and raised tables will increase traffic jams and localised air pollution as cars slow down and then accelerate.</li> </ul>

The table below shows major themes identified by those people who said that they supported the proposals for the north section but with changes.

Theme
<p>Support principle but not with parking loss:</p> <ul style="list-style-type: none"> <li>The islands significantly impact on parking which is unwelcome.</li> <li>Speed cameras should be installed.</li> <li>strongly disagree with losing so many parking spaces as this is a residential road with many families with</li> </ul>

- young children living on. The road speeding must be more controlled but surely there is another way to do so.
- Again speed cameras or the prevention of HGVs using this street would be my preference.

Need changes to make viable for cyclists/pedestrians:

- I support vertical deflection, especially with Zebras. I do not support horizontal deflection unless speeds can be brought below 20mph allowing cyclists to take primary position without the risk of close passes and aggressive overtakes. This rarely works in practice on a road of this type, people are just too impatient. See e.g. Milkwood Road in Lambeth or Burntwood Road in Wandsworth.
- Ideally we need more safe places to cross the road, especially for children. It is a busy route for children walking to numerous local primary and secondary schools, and the current provision is insufficient.
- cycle bypasses must be included for those going up the hill, on Barry Road as these points will create a dangerous pinch for those cycling (slowly) up the hill.
- There needs to be lots of sinusoidal speed humps.
- There should be speed activated red lights (<https://www.scotsman.com/news/transport/scotland-gets-first-speed-busting-traffic-lights-1-3720087>) to effectively reduce speeds.

Suggest specific changes:

- Not sure another traffic island is needed but a raised table is a good idea.
- This junction is very dangerous and needs to be tackled. Traffic should not be allowed to turn into upland rd travelling south from Peckham Rye. It makes upland rd/north cross rd a rat run with large lorries and coaches using it. Restrict access to light vehicles
- Changes do not go far enough. Efforts should also be made to reduce the number of vehicles and improve the junction at the Peckham Rye end of Barry Road.
- the bike stands seem pretty random throughout this plan. They should go near places where people actually stop and congregate en route e.g. Barry's off licence.
- actual zebra crossings would be nice. at least make sure the traffic islands are wide enough for someone to stand on comfortably esp if they're crossing with a bike or pushchair.
- would really like some kind of treatment for the 'crossing' at the tire place/near the clock house at the north end of barry road. lots of people cross here but it can be a long wait when it's busy.
- also, lighting needs to be improved in the stretch between tyrrell road and the rye (possibly other places too). it's v dark bc trees obscure light. I love trees, but also like seeing where I'm going.
- stop vehicles parking on crossing zig zag markings by 40 Barry Rd
- Due to the frequency of drivers accelerating through the pedestrian crossing by Barry Road when the lights are red (overtaking cars stopped), this crossing needs a camera. Someone will be seriously injured at some point
- There is a real problem with the number of cars and vans being parked by Dulwich MOT and Turners in this section of Barry Road at the junction with Tyrrell Road. I am often really worried about pulling out from a Tyrrell Road onto Barry Road due to impaired visibility. This is a high risk area.
- Instead of so many islands can speed cameras not be fitted to the two traffic light pedestrian crossings and markings placed on the road to show they are in place?
- I support these changes as a minimum, although I feel that a couple of speed cameras away from the junctions would be more effective.
- I would also like to see a zebra crossing on Upland Road west of Barry Road to aid crossing as a pedestrian.

Concern about specific features:

- Central traffic islands may result in more accidents as some motorists will try to overtake slower moving vehicles. Depends on location as to how these would affect bus stops.
- Central traffic islands. Those intent on speeding will overtake the more cautious drivers and use opposite sides of road.

Support principle but not sure will work

- I'm not convinced that this will stop the racing. I'm sure it will slow down the majority of users who currently go slightly above the 20mph speed limit, but not those who race at speeds well in excess of 30mph.

## Recommendations

It is clear that a majority of respondents recognise the need to calm traffic speeds on Barry Road, with many people citing specific examples of accidents and incidents of dangerous driving. The majority of respondents support in principle the idea of routing the Southwark Spine on the southern part of Barry Road, and of introducing traffic calming measures in the rest of Barry Road.

When considering progression of a scheme for 20mph interventions on Barry Road, careful consideration of the detailed responses provided is required. In particular:

- Concerns expressed by many residents at the potential loss of parking spaces that installing traffic islands in particular would cause.
- Concerns expressed by some respondents that traffic islands risk making road conditions more hazardous for cyclists.
- Concerns from some respondents that the proposed measures will not be sufficient to bring about the desired reduction in speed, in particular with regard to the Southwark Spine proposals. A variety of additional measures have been suggested.
- Concern that any measures should not impact on the bus routes that use Barry Road.
- Aspirations expressed by several respondents for more and better placed pedestrian crossings.

Comments received from residents relating to the rerouting of the Southwark Spine will be used to inform future considerations of the scheme, in context of the development of other schemes within the Dulwich area.

## APPENDIX A: Letter sent to residents

Alexander Rozema  
Principal Project Manager  
Highways  
highways@southwark.gov.uk  
Tel: 020 7525 0963

Date: 19 September 2018

Name  
Address 1  
Address 2  
Postcode

Dear Resident,

### **Barry Road speed reduction and Southwark Spine consultation**

Southwark became a 20mph borough in 2015. However, a review of average speeds has shown that in some areas speeds are much higher than this. On Barry Road average speeds are around 25mph, with many vehicles exceeding 30mph. Residents have told us that these speeds can make the road dangerous for pedestrians and other road users. We have a responsibility to take action to ensure that legal speed limits are observed and protect the welfare of all road users.

Following TfL's Healthy Street guidelines, we have proposed a series of changes to the road which we think will bring speeds down to a more acceptable level and make the street a safer and more accessible environment for all – these changes include introducing new traffic islands and raised junctions. We are conducting this consultation to find your views on the measures we are proposing and whether there are additional actions we could take.

Additionally, it has been proposed to alter the route of the planned Southwark Spine cycle route. This is intended to create a safe route for cyclists of all abilities. The route is proposed to run along Goodrich Road and down the southern section of Barry Road, linking with the cycle quietway from Peckham Rye to Wimbledon.

We are at an early stage of planning this, and would like your views on how we can make this section safe and accessible particularly for less confident cyclists and pedestrians.

Please see plans overleaf and give us your views using our online form at [southwark.gov.uk/barryroad](https://southwark.gov.uk/barryroad)

We are also holding a drop-in session at **Dulwich Library, 5:30-7:30pm on Tuesday 2 October**. Please come along, talk to our transport planners and find out more about the proposals.

Survey closes: **14 October 2018**



