

Appendix A – Officer Comments on common consultation themes (Coppetts Ward)

Theme from written comments	Officer response
1. Forest Walk	
— The proposed changes are welcome improvements	Noted.
<p>— Need to prevent the use of the path by mopeds</p> <p>+ This is already a problem for people wanting to walk and cycle on the path</p> <p>+ Would likely become a greater problem if gate replaced with collapsible bollards</p>	<p>This is an existing concern. Detailed design will try to avoid making the path attractive to moped users but physical restrictions would also affect pedestrians especially those with young children in buggies and wheelchair users, as well as cyclists, so cannot be entirely overcome.</p>
<p>— Proposed path width too narrow for shared use by people walking and cycling</p> <p>+ Wider path needed (for example, 4m rather than 2.5m)</p> <p>+ Clear demarcation of zones for walking and cycling needed</p>	<p>This will be considered further as part of the detailed design, in conjunction with consideration of other constraints.</p> <p>This will be considered as part of the detailed design, in conjunction with consideration of other constraints.</p>
<p>— Forest Walk does not feel safe due to its isolation, especially after dark</p> <p>+ People may be unlikely to walk and cycle here without additional safety measures</p>	<p>Proposed lighting should improve this, and a virtuous circle of increased use should help reduce the feeling of isolation.</p>
<p>— Forest Walk is frequently untidy with litter and requires better maintenance</p>	<p>This is an existing issue, although it is hoped that the improvements will help reduce this.</p>
2. Connection between Alexandra Road and Orion Road towards Pegasus Way	
<p>— The proposed changes are welcome improvements</p>	<p>Noted.</p>
<p>— Concerns about possible inconvenience to drivers of allocating road space to cycle track</p>	<p>The numbers of drivers who turn back at the roundabout to return to the retail park is extremely low. The alternative route via Colney Hatch Lane is considered adequate if this manoeuvre needs to be performed.</p> <p>The proposal narrows Orion Road. The need to ensure that traffic can still pass in the event of a breakdown on this part of the road has already been</p>

Theme from written comments	Officer response
	considered, and will also be taken into account during the detailed design.
— Concerns about safety of people cycling and walking on the route due to its isolation	This is an existing concern. Provision of a route is expected to support increased pedestrian and cycle use, and a virtuous circle of increased use should help reduce the feeling of isolation.
— Concerns about safety of people on the cycle track travelling against traffic	Cyclists travelling in the opposite direction to general traffic would either do so on a shared use footway, or on a track segregated from the general traffic lane. Officers do not consider this to be a concern, nevertheless the detailed design proposals will be subject to an independent road safety audit.
— Additional traffic calming measures might be needed because motor vehicle traffic entering and exiting the retail park sometimes travels at high speeds	The proposal already provides for measures to reduce traffic speed where the route crosses the route of general traffic entering or exiting the retail park.
— Concerns that proposed changes might increase traffic congestion and/or air pollution	Proposals are not expected to significantly increase congestion and/or air pollution. The proposal narrows Orion Road. The need to ensure that traffic can still pass in the event of a breakdown on this part of the road has already been considered, and will also be taken into account during the detailed design. Traffic may also need to give way to higher numbers of pedestrians and cyclists crossing, but increased pedestrian and cycle traffic should help reduce levels of other traffic.
— Concerns that shared use footway is not wide enough to be shared safely by people walking and people cycling	The path aims to provide adequate width in line with appropriate guidance. Nevertheless these issues will be considered further as part of the detailed design, in conjunction with consideration of other constraints.
3. Connection between Orion Road and Secret Park near Friern Barnet Retail Park	
— The proposed changes are important improvements to safety and access	Noted.

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<p>— Concerns about the sharing of space between people walking and people cycling.</p> <p>+ Shared use path should be at least 4m wide and should have clear signage</p> <p>+ People walking and people cycling should be allocated separate spaces.</p>	<p>The route aims to provide adequate width for pedestrians and cyclists in line with relevant guidance.</p> <p>Nevertheless this will be considered further as part of the detailed design, in conjunction with consideration of other constraints.</p>
<p>— Visibility near the zebra crossing is poor</p> <p>+ Vegetation should be cut back to ensure that people driving can see people walking and cycling.</p>	<p>The detailed design will ensure that visibility requirements in the vicinity of the crossing are met.</p>
<p>— Concern that the proposed changes could increase traffic, congestion, or air pollution</p>	<p>Proposals are not expected to significantly increase congestion and/or air pollution.</p> <p>Traffic may also need to give way to higher numbers of pedestrians and cyclists crossing, but increased pedestrian and cycle traffic should help reduce levels of other traffic.</p>
<p>— Concern that the Cycleway will not be safe for people walking or cycling due to its isolation and/or motor vehicle traffic</p> <p>+ Additional traffic calming measures are needed to reduce traffic speeds</p>	<p>Provision of a route is expected to support increased pedestrian and cycle use, and a virtuous circle of increased use should help reduce the feeling of isolation.</p> <p>The proposal already provides for measures to reduce traffic speed where the route crosses the route of general traffic entering or exiting the retail park. At other locations pedestrians and cyclists are separated from motor traffic.</p>
4. Secret Park	
<p>— Concern about the safety of this section of the Cycleway route due to its isolation</p> <p>+ Secret Park can feel unsafe</p>	<p>Provision of a route is expected to support increased pedestrian and cycle use, and a virtuous circle of increased use should help reduce the feeling of isolation.</p>
<p>— Concern about the sharing of space by people walking and people cycling</p> <p>+ Path is currently too narrow</p> <p>+ Path needs clear signage demarcating which side of the path is for use by people cycling and which side by people walking</p>	<p>The route aims to provide adequate width for pedestrians and cyclists in line with relevant guidance.</p> <p>Nevertheless this will be considered further as part of the detailed design, in conjunction with consideration of other constraints.</p>

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— Secret Park requires better maintenance and tidying, as it is currently littered	This is not an issue that the scheme can address, although increased use of the route may help to deter littering.
— Well-lit and well-maintained cycling connection to Southgate Station is needed from this section of the Cycleway.	Provision of spurs from the route will be considered as part of the Cycleways programme, and a spur to New Southgate Station is envisaged.
5. Connection between Martock Gardens and Ramsden Road	
— Concerns that the proposed changes would increase traffic congestion and/or air pollution	None of these changes in this area would be expected to significantly increase congestion and/or air pollution. Provision in this area is largely off carriageway, except upgrading the pedestrian crossing to also accommodate cyclists and making changes to the service road and radius of the junction.
— The proposed changes to this section of the route are not needed	The changes are intended to provide for a high quality route intended to attract cyclists who would not be confident making use of current provision.
— The proposed changes are welcome improvements	Noted
— Concern that this section of the Cycleway would not be safe for people cycling and/or walking due to: + The potential for confusion around the short section of contra-flow cycling + The high volume of traffic on the road	The detailed design will ensure that the arrangements for contra-flow cycling on part of the service road is made clear, and will be subject to an independent safety audit. The high level of traffic on Friern Barnet Road is the reason that the proposed provision for the route is off the main carriageway and provides for crossing at a signal controlled crossing (existing pedestrian crossing upgraded to also accommodate cyclists).
— Rarely see people cycling in this area	The changes are intended to provide for a high quality route intended to attract cyclists who would not be confident making use of current provision.
6. Connection between Goldsmiths Road and Friern Barnet Lane	
— The proposed changes are welcome improvements.	Noted
— Expression of opposition to the proposed speed humps + Some would rather see a 20 mph speed limit than speed humps + Some participants support speed humps and wonder why speed humps	Existing traffic speeds in Goldsmith Road are locally relatively high. A 20mph speed limit alone would not be expected to reduce the sufficiently to meet the expectations for a quiet route.

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are not proposed for other sections of the Cycleway and other roads in the area (for example, Lewes Road and Bramber Road)	<p>However proposals will be revised to provide speed tables rather than humps in Goldsmith Road.</p> <p>Conditions on other roads forming part of the proposed route, in combination with the measures proposed, are expected to deliver traffic speeds suitable to such a route.</p>
— Concern that the proposed changes might lead to increased traffic or congestion	None of the changes proposed in this section of the route would be expected to significantly increase traffic or congestion
— Concern that the Cycleway would not be safe for people walking or cycling due to traffic	The cycleway scheme aims to ensure that on-road sections either already have suitably low levels of traffic and low traffic speeds, or includes proposals to reduce speeds, traffic volumes or both.
— Concerns about parked cars obstructing access to the cycle path	There are issues with access to existing cycle provision in the area. The proposals already aim to address these to some degree, but the detailed design will also take account of comments received about this issue to ensure the route will not be obstructed.
7. Friern Barnet Lane between Goldsmith Road and Buxted Road	
— Concerns that the proposed changes might lead to increased traffic or congestion	None of the changes proposed in this section of the route would be expected to significantly increase traffic or congestion
<p>— The proposed changes are welcome improvements</p> <p>+ The cycle path away from the main flow of traffic is a good idea and would make the route safer to cycle with children.</p>	Noted
<p>— Agreement with routing a cycle path through the existing green space but opposition to the Cycleway route using Buxted Road</p> <p>+ Preference for a cycle path running along Friern Barnet Lane all the way to Torrington Park, then Cycleway route continuing along Torrington Park</p>	<p>Noted</p> <p>The alternative suggested would align less well with TfL's measures of cycling potential (i.e. where journey patterns and demographics suggest that cycling could replace journeys by other modes).</p> <p>The changes are intended to provide for a route that will be attractive to cyclists who would not be confident making use of current provision.</p>

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	Torrington Park is a busy road which would not be suitable for this type of route without extensive changes, which would have other, potentially widespread, impacts.
<p>— Concerns about the Cycleway using the green verge</p> <p>+ Concerns about the safety of the trees along the route</p> <p>+ Concerns about interactions between people using the cycle lane in the green space and people accessing residential properties in cars</p>	<p>The concept design avoids existing mature trees. The detailed design will make provision to protect these, and either avoid or replace other trees if affected.</p> <p>In broad terms this is a similar situation to the interaction between drivers accessing properties and pedestrians. In such circumstances the drivers involved are generally familiar with the arrangements and take appropriate care. The detailed design will take account of this issue however, especially in view of differences in speed between cyclists and pedestrians etc. and the designs will be subject to an independent road safety audit.</p>

Proposals related to Ashurst Road/Buxted Road junction (outside Coppetts Ward, but responses may be relevant

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<p>— Concerns that the proposed changes would lead to increased traffic or congestion</p> <p>+ Need for additional traffic calming measures such as speed bumps or enforcement of 20 mph speed limits on roads that might become rat runs</p> <p>+ Grove Road in particular is used by children walking or cycling to school</p>	<p>The intention is to undertake a trial of proposals for the Ashurst Road/Buxted Road junction. This will allow an objective assessment to be made of the impact of traffic rerouting and congestion.</p> <p>Revisions to the trial arrangements are now intended to prevent traffic re-routing via roads such as Torrington Grove and Lewes Road.</p> <p>Grove Road is currently considered to be sufficiently far away that it would not suffer from significant rerouting, but this will be monitored as part of the trial.</p>
<p>— Traffic on residential roads may be due to poor traffic management on the main roads</p>	<p>Noted.</p>

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+ Improve traffic lights at junction of Woodhouse Road and Friern Barnet Road	Improvements to the signals at Woodhouse Road and Friern Barnet Road are being considered separately.
<p>— Concerns that the proposals would pose an inconvenience to people driving</p> <p>+ Concerns about experiencing longer journey times when driving cars in the area</p> <p>+ Concerns that longer journeys or congestion could lead to increased air pollution</p>	The intention is to undertake a trial of proposals for the Ashurst Road/Buxted Road junction. This will allow an objective assessment to be made of the impact of traffic rerouting and congestion. The current expectation is that increased journey times would not be extreme, even for the most affected cars, although it may nevertheless be perceived as inconvenient.
— The proposed changes are welcome improvements	Noted
— Additional traffic calming measures are needed	<p>The cycleway scheme aims to ensure that on-road sections either already have suitably low levels of traffic and low traffic speeds, or includes proposals to reduce speeds, traffic volumes or both.</p> <p>The proposals consulted upon are expected to deliver this.</p>
— Torrington Park is wider with room for a cycle lane and thus a better Cycleway route	<p>A route via Torrington Park would align less well with TfL's measures of cycling potential (i.e. where journey patterns and demographics suggest that cycling could replace journeys by other modes).</p> <p>Torrington Park is a busy road which would not be suitable for this type of route without extensive changes, which would have other, potentially widespread, impacts.</p>