

## **Waltham Forest Coppermill area**

*9 August 2018*

<https://coppermill.commonplace.is/about>

### **About the London Cycling Campaign**

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups and supports the response of our borough group, the Waltham Forest Cycling Campaign.

### **General comments:**

Liveable Neighbourhood funding for the "Coppermill" area around Coppermill Lane should be used to expand the principles and approaches applied in Waltham Forest's successful "mini-Holland" schemes to areas not previously covered by them, as well as potentially fixing weak points in areas already partially treated.

It is clear that the funding allocated thus far may not fix all of the issues identified by Waltham Forest Cycling Campaign and below. Other funding streams may be required – so it would be prudent to prioritise and fix what is possible with current funding on a strategic basis, but ensuring results match the impact of the mini-Holland schemes, than to try and do everything, but not very well.

### **Specific comments:**

- Roads either side of Coppermill Lane – through motor traffic on roads such as Edward Road, Hawarden Road and Leucha Road should be redirected to Coppermill Lane only using modal filters, and motor vehicle speeds throughout the area should be reduced to 20mph max using

physical design measures such as full-width speed humps. Station Road should also be filtered.

- Coppermill Lane – if this street is to fulfil its potential as a key and all abilities cycling, walking link to the Lee Valley, the Wetlands, Hackney etc., as well as local amenities on the Lane itself, then much more must be done to either separate or remove HGVs using this street, as well as appropriately slow and reduce other motor traffic. Once that is done, an appropriate and high-quality design for the Lane’s length should be applied to ensure comfortable and safe cycling and walking for all. The W12 should also be considered part of this process – potentially extending its reach to the Lee Valley.
- HGV access – a high number of HGVs and other large vehicles (which are intimidating and dangerous to share space with cycling or on foot) access the Coppermill Lane Thames Water site, the South Access Road depot and areas around the Argall Way industrial estates and industrial units on roads such as Burwell Road and Flempton Road (outside the scope of this consultation). The movements, volumes and speeds of these vehicles should be more tightly controlled to reduce their interaction with those walking and cycling. Ideally, all HGVs should be taken off Coppermill Lane. As Waltham Forest Cycling Campaign suggest, this could be done by creating a road parallel to the train tracks from Argall Way to the Thames Water site.
- The “Black Path” – the cycle and walking route between Argall Way and South Access Road should urgently be improved with better lighting. On top of that, softening the right-angle bend around the bakery site would improve visibility and reduce the hostility of this corner and the risk of anti-social behaviour.
- Car parking – throughout this area, particularly the more industrial parts of it, there are numerous locations where people are parking illegally but enforcement appears to be lax, or where there is overprovision of spaces/ a lack of controlled parking zone. The Low Hall Sports Ground, and road outside it, for instance, as well as the industrial estate alongside it, are obviously used by many commuters accessing Lea

Bridge station. Parking should be rationalised and reduced, using the space freed up to improve walking and cycling. And all industrial businesses in the area should be encouraged and enabled to reduce parking, vehicle movements etc.

- Forest Road – the current cycle tracks on Forest Road require further work to bring them up to standard – the end result here should be separate cycle tracks of a quality most people will feel safe and comfortable using them, and will use them in preference to bus lanes or pavements.
- Lee Valley – the council should work with the Park authority on numerous changes to make access to the Park from Coppermill Lane and beyond a far better experience. The “cattle creep” is a particularly urgent issue, given the history of anti social behaviour and assaults at this location. But also the unlit area directly west of the cattle creep, the gravelled surface running to the south along the banks of the Lea from here, the steps on the bridge to Spring Hill and the steep access and surface of the bridge to Springfield Park.
- Willowfield School – the council should work with the school to remove and reduce staff, visitor and parent car movements and parking through the day. This could include making Hawarden Road a “school street” for instance, as well as progressively swapping car parking spaces for staff for cycle parking spaces etc.
- Douglas Eyre Sports Centre and Coppermill School – similarly to Willowfield School, much more should be done in collaboration between the council and these organisations to reduce motor vehicle parking and usage associated with these sites.
- Argall Way – the bridge to the Lea Valley here should be upgraded to include ramps, and on the Lea Valley side, the path should be improved.
- Douglas Eyre playing fields – there is an opportunity to create a walking and cycling link between the flood relief channel and the playing fields.

- Green spaces – as well as the Lea Valley, there are several other green spaces that represent an opportunity for walking, cycling and amenity if access and environment are improved. This includes the land to the south of the South Access Road depot.
- Blackhorse Road railway bridge – current provision for cycling on Blackhorse Road is not acceptable (and apparently beyond the scope of this consultation). Cycle tracks on both sides of the road are required wherever possible. Further funding would enable potentially a “cantilever” bridge over the railway bridge that would enable a “bus stop bypass” arrangement.
- Blackhorse Road junction – the junction itself remains deeply hostile to cycling and requires urgent action (this is beyond the scope of this consultation). On top of that, the environment around the tube/train station is run down and unpleasant for those walking and cycling here. Better crossings, pavements, less clutter, more seating and green space, and very importantly, given how full racks are, much more (and secure) cycle parking are required.
- Blackhorse Lane – while this is outside the scope of this scheme, the southern end appears to currently be outside the scope of the junction scheme also. This missing section of route must urgently be rectified.

### **General points about cycling schemes:**

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to

increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.

- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated.