

## **London Cycling Campaign response to Waltham Forest Coppermill area proposals**

*8 July 2019*

<https://coppermillproposals.commonplace.is/>

### **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.

### **General comments on this scheme:**

- These proposals are supported – they will increase uptake of walking and cycling in the area and beyond, add to the high-quality mini-Holland schemes in the area and are themselves to a high quality.

### **Specific points about this scheme:**

- Series 1 – Leucha Road should also be considered for a modal filter.
- Series 2 – The industrial areas abutting Low Hall Sports Ground, and indeed the access road to the Sports Ground, as well as South Access Road itself are used for car parking by many who then commute by bus or train further into London. This is not an appropriate use for this area and the car parking available here should be rationalised and enforced strongly to ensure the car parking available is reduced and only used for legitimate and necessary purposes.
- Series 3 – There are too many ways to drive to access the Lee Valley in the area already (and other green spaces such as Epping Forest). However, access for more vulnerable residents to green spaces should be retained wherever possible. The provision of disabled “blue badge” car parking is supported, but the extension of the W12 bus should also be considered to the end of Coppermill Lane. This would likely require the creation of a turning space as part of the scheme for the bus. If this is not possible, other methods of retaining access as far as possible should be considered, but only where they do not enable unnecessary car journeys to the Lee Valley and surrounds.

### **General points about infrastructure schemes:**

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.