

LIVEABLE NEIGHBOURHOODS SCHEME

COPPERMILL AREA IMPROVEMENTS UPDATE



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In 2018, Waltham Forest Council was successful in securing initial funding from Transport for London (TfL) to develop a Liveable Neighbourhoods scheme in the Coppermill Area. The aim of the scheme is to encourage residents, businesses and visitors to use more sustainable modes of transport in their day-to-day lives, so that together we can reduce congestion, tackle air pollution and improve the health and wellbeing of local people. The scheme adopts a number of TfL's Healthy streets principles which aim to encourage an increase in walking, cycling and the use of public transport; and make the area a great place to live, work and travel around, in line with the Mayor's Transport Strategy.

The Coppermill Area Liveable Neighbourhoods Scheme encompasses the area bounded by Forest Road and Blackhorse Road Station to the north, St James Street to the east, Argall Industrial Estate to the south/southwest and the Lower Lea Valley/Walthamstow Wetlands to the west.

These are areas of significant investment and growth in the borough and the scheme will help improve accessibility and connections between them for sustainable travel modes, which in turn will enable and support more journeys to be made by foot, bike or public transport instead of motorised vehicles.

The Coppermill Area Liveable Neighbourhoods scheme objectives are to:

- Increase the number of trips made by walking, cycling and public transport
- Improve connections to local places of interest, schools and shops
- Assist in the Mayor of London's aim to see 80 per cent of journeys made by sustainable modes of transport by 2041
- Reduce people's reliance on motor vehicles to help reduce congestion
- Encourage and increase the active use of streets and public spaces
- Create a safer neighbourhood environment, including improving road safety and perceptions of personal security
- Improve air quality to create a more attractive neighbourhood for everyone to enjoy
- Improve the efficiency and safety of freight vehicle movement.

SCHEME PROGRESS

The Coppermill Area Liveable Neighbourhoods scheme was initiated in summer 2018 via an online Perception Survey that ran between 30 June 2018 and 10 August 2018. 339 users registered for the Perception Survey, which received more than 1,600 visitors. These registered users provided 686 written comments to the survey, highlighting key issues, concerns and potential locations for improvement within the Coppermill area. The four most popular responses for improvements in the area were: improved sense of safety and better lighting, cleaner and more attractive streets, less and slower traffic, and safer crossing points.

During Autumn 2018 and early Spring 2019 the Council completed a range of further early engagement activities within the community, including but not limited to:

- 'Community Signs' at key locations identified from the perception survey asking for more specific feedback on ideas on how these areas could be improved
- Pop up events at a number of locations across the area to raise awareness and gather feedback on how the area could be improved
- Community walks and bike rides
- Dedicated regular business and accessibility forums

Analysis of the Perception Survey and other local early engagement activities helped shape and influence the development of an initial concept design for the area. On 23 and 24 April 2019, this concept design was presented at a series of two workshops within the scheme area. These workshops brought together the local community to co-design and further develop proposals in conjunction with the council. The concept proposals put forward were generally well received and many additional suggestions were made by those who were able to attend the workshops.

Throughout May 2019 we also conducted trials of two potential alternative road layouts on the section of Coppermill Lane between Rensburg Road and the Thames Water treatment plant site. The purpose was to establish whether the proposed changes would reduce vehicle speeds and make the street feel safer for pedestrians and cyclists while meeting local needs. Following the community workshops and Coppermill Lane trials, we used the feedback received to continue refining the scheme design, which was then consulted on publicly in June and July 2019.

On 24 June over 5000 leaflets were delivered to addresses within the scheme boundary, informing the local community of the public consultation and inviting them to participate. The consultation ran between 24 June 2019 and 14 July 2019 and was primarily hosted online via the digital engagement platform Commonplace, with hard copies available upon request. We publicised the consultation by a variety of methods such as flyers, local and social media; and during the consultation period we held two drop-in sessions for the local community to find out more about the scheme; 96 people attended the drop-in events in total.

Over the last few months we have been analysing the feedback received to the public consultation, alongside further technical design development work, to help shape the final design for the area. As part of this process we have been working with TfL to ensure they support our approach and the proposals that have been developed.

CONSULTATION RESULTS AND FORWARD PLAN

Overall, 570 people responded to the consultation. Thank you to everyone who participated. Considering all of the responses received across the consultation there was general support for the overall scheme, as shown below:

| | |
|----------|-------------|
| Positive | 287 (50.4%) |
| Neutral | 63 (11.0%) |
| Negative | 220 (38.6%) |

In the consultation we asked a number of specific questions about each Series (group) of proposals. A summary of the five key groups of proposals that were consulted on is shown in the tables below, along with the specific feedback received during the consultation to each group. Within each table we have explained which proposals we intend to progress to detailed design and construction, and which proposals we will not be progressing. Where relevant, we have outlined additional information on any design changes to the plans that were consulted on and provided information regarding proposals that still require further investigation and development, including opportunities for further collaboration with the local community.

| Series 1 - Modal Filters | | |
|--|-----------------|---|
| Positive 187 (73%) | Neutral 15 (6%) | Negative 54 (21%) |
| Location | Proposal | Action |
| Edward Road (junction with Coppermill Lane) | Modal Filter | Proceed to detailed design and construction |
| Station Road (junction with St James Street) | Modal Filter | Proceed to detailed design and construction |
| Low Hall Lane (junction with Markhouse Avenue and South Access Road) | Modal Filter | Proceed to detailed design and construction |
| Additional Information | | |
| We will continue to work with the local community to finalise plans within the next project stage (detailed design) in early 2020. | | |

| Series 1 - Environmental Improvements | | |
|---|---|--|
| Positive 134 (73%) | Neutral 23 (13%) | Negative 25 (14%) |
| Location | Proposal | Action |
| St James Path | Resurfacing and improved lighting | Proceed to detailed design and construction |
| Elmfield Road | Public realm and landscaping improvements | Proceed to detailed design and construction We will continue to work with the local community to finalise plans within the next project stage (detailed design) in early 2020 |
| Edward Road (outside Coppermill Primary School) | Linear park and raised junction table | Proceed to detailed design and construction We will work with the local community to finalise plans within the next project stage (detailed design) in early 2020 |

| Verulam Avenue (outside St Saviour's School) | Public realm improvements | Proceed to detailed design and construction |
|--|---|---|
| Forster Road (junction with South Access Road) | Improve existing modal filter | Proceed to detailed design and construction |
| Brunel Road (outside Barn Croft School) | Pedestrian and public realm improvements | Proceed to detailed design and construction |
| Coppermill Lane Corridor Improvements | | |
| Rensburg Road, Chester Road, York Road, Morland Road, Cassiobury Road, Leucha Road and Haroldstone Road junctions with Coppermill Lane | Blended Copenhagen crossings | Proceed to detailed design and construction |
| Both ends of Rensburg Road, Chester Road, York Road, Morland Road, and northern end of Cassiobury Road | Rain gardens/landscaping | Proceed to detailed design and construction |
| Coppermill Lane (near Chester Road) | Sinusoidal speed hump | Proceed to detailed design and construction |
| Coppermill Lane (junction with York Road) | Raised junction table, rain garden, cycle parking and improved surfaces | Proceed to detailed design and construction |
| Coppermill Lane (between Leucha Road and St James Street) | Raised tables with kerb build-outs | Proceed to detailed design and construction |
| Coppermill Lane (junction with St James Street) | Pedestrian and cycle improvements | Proceed to detailed design and construction |
| Additional Information | | |
| In response to feedback received during the consultation and ongoing discussions with local residents, we will be incorporating additional public realm and junction improvements on Hazelwood Road and Glenthorne Road junctions with Haroldstone Road. | | |

| Series 1 - Highways and Pedestrian Improvements | | |
|--|------------------------------|--|
| Positive 132 (71%) | Neutral 23 (12%) | Negative 31 (17%) |
| Location | Proposal | Action |
| Salop Road/Morland Road junction | Raised junction table | Proceed to detailed design and construction |
| Hawarden Road, Edward Road, Lloyd Road, Cornwallis Road and Courtenay Road | One-way system | Proceed to construction in February 2020 (Please see additional information below) |
| Blackhorse Road (at the Tenby Road and Southcote Road junction) | New zebra crossing | Proceed to detailed design and construction |
| Blackhorse Road (at the junctions with Hawarden Road, Lloyd Road, Cornwallis Road, Courtenay Road, Southcote Road, Tenby Road and Hazelwood Road) | Blended Copenhagen crossings | Proceed to construction in February 2020 (Please see additional information below) |
| Additional Information | | |
| Working with TfL we have identified a small number of proposals that could be built early, in advance of the main detailed design and construction programme, to help deliver some immediate improvements in the area. The planned Blended Copenhagen crossings on Blackhorse Road and one-way system will complement the improvement works currently taking place around Blackhorse Station and will be the first part of the scheme to be constructed. Works will commence in February 2020 and further construction information will be sent to the local community in advance. | | |

| Series 2 - Cycleway 27 | | |
|--|---|---|
| Positive 189 (52%) | Neutral 21 (6%) | Negative 155 (42%) |
| Location | Proposal | Action |
| South Access Road outside Barn Croft School | Public realm improvements | Proceed to detailed design and construction |
| South Access Road (adjacent to Dagenham Brook) | Bus Gate (and opening the existing road closure at South Access Road / Argall Avenue) | Proceed to detailed design and construction The Bus Gate will now be located outside Barn Croft school, between Low Hall Lane and Essex Road- further details are outlined below |

| Argall Avenue - connecting South Access Road to the Black Path | New cycle track and footway | Proceed to detailed design and construction |
|---|--------------------------------------|---|
| Argall Avenue - south of the existing Closure | Shared cycle and pedestrian crossing | Proceed to detailed design and construction |
| Additional Information | | |
| <p>A Bus Gate is a traffic management measure which only allows buses and people walking and cycling to pass through. A Bus Gate does not include a physical restriction or barrier across the street and is enforced using automatic number plate recognition cameras. Any prohibited vehicle using the Bus Gate will receive a penalty charge notice.</p> <p>The Bus Gate will significantly reduce the number of vehicles using Markhouse Avenue and South Access Road, creating a safer, more pleasant environment for local residents, as well as people walking and cycling in the area more generally. The Bus Gate and associated traffic reduction is fundamental to delivering a high-quality cycling environment along the re-aligned Cycleway 27 (formerly Quietway 2) route.</p> <p>Introducing the Bus Gate and opening the existing road closure at the South Access Road/Argall Avenue junction will also enable the W19 bus route to operate independently of the restrictions currently in place within the council's Low Hall Depot complex. At present the W19 cannot travel through Low Hall Depot after 7pm each evening, which is why the service terminates at South Grove from 7pm onwards.</p> <p>Allowing the W19 to use the entire length of South Access Road to access the Argall Estate instead of using Low Hall Depot will mean that the W19 could run its full-service route throughout the entire day. In the longer term it also opens up the possibility of extending the W19 to Lea Bridge railway station, subject to further investigation and assessment by TfL.</p> <p>TfL will be conducting their own statutory consultation on the W19 route from 24 January 2020 to 8 March 2020. Further details are available on the following pages.</p> | | |

| Series 3 - Coppermill Lane | | |
|---|---|--|
| Positive 179 (60%) | Neutral 45 (15%) | Negative 75 (25%) |
| Location | Proposal | Action |
| Bridge on Coppermill Lane over Dagenham Brook | Create a new gateway including level surfaces, landscaped areas with places to rest and possible public art | Progress to detailed design and construction. The final proposals will be subject to Environment Agency approval and we will continue working with them over the coming months to finalise the design and secure the necessary consents. We will provide a further update once a final design has been agreed |
| Coppermill Lane overlooking Walthamstow Wetlands Reservoir 5 | Install a leisure space featuring a bird hide | This will not be progressed due to concerns over potential antisocial behaviour |
| Coppermill Lane Walthamstow Wetlands entrance | Improved surfacing, tree planting, landscaping, new street furniture and disabled parking bays | Progress to detailed design and construction. The final proposals will be subject to further design development work and agreement with Thames Water. We will continue working with Thames Water over the coming months to finalise the design and secure the necessary consents. We will provide a further update once a final design has been agreed |
| Lee Valley Regional Park Authority car park in Coppermill Lane | Lee Valley to decommission their car park | The final decision on whether or not to decommission the current car park is the responsibility of Lee Valley Regional Park Authority. We will continue to work with them over the coming months to agree a way forward. We will provide a further update once a final decision has been made. |
| Additional Information | | |
| We will be liaising with the local community and key stakeholders to finalise the schemes listed above within the next project stage (detailed design) during early 2020. | | |

The final set of proposals being progressed are shown on the enclosed Coppermill Masterplan

COPPERMILL AREA MASTERPLAN



KEY:

- ONE-WAY
- BUS GATE
- MODAL FILTER
- TRAFFIC IMPROVEMENT
- REMOVE CAR PARK
- AESTHETIC/ SECURITY
- NEW CROSSING
- PEDESTRIAN IMPROVEMENT
- CYCLE LANE
- LEISURE SPACE
- POCKET PARK
- ENHANCE ACCESSIBILITY
- OPEN-UP
- STREET ART
- COMMUNITY GARDENS

TRIALS

Coppermill Lane between Rensburg Road and the Thames Water treatment plant

In May 2019 we conducted trials of two potential alternative road layouts on the section of Coppermill Lane between Rensburg Road and the Thames Water treatment plant site. The purpose was to establish whether the proposed changes would reduce vehicle speeds and make the street safer for people walking and cycling, while also meeting local needs.

At the time of the public consultation in June and July 2019 we were still reviewing and analysing the various surveys and monitoring activities that took place during the May 2019 trials, and so did not include any proposals in the consultation document for this part of Coppermill Lane.

Through assessment of the feedback received during the trials some users felt that the trial layouts helped reduce vehicle speeds and made Coppermill Lane feel safer and more comfortable to walk and cycle along, other users did not. Thames Water also raised a number of concerns about the operational impact on their facility, particularly around large vehicle access.

Overall, our assessment is that the potential benefits do not justify the potential cost. Instead we are developing an alternative scheme that seeks to tackle the key issues raised by respondents during the trials and consultation, which include vehicle speeds and anti-social behaviour. Once alternative proposals have been developed in more detail we will engage locally with local residents, businesses and key stakeholders.

Parklets

Parklets are generally installed in parking spaces near shops and places of interest to provide seating and spaces for people to spend time, which can help increase footfall for local businesses.

Over the past six months we have trialled a Parklet at various locations within the area; initially in Station Road before being moved to its current location on Coppermill Lane outside The Mill Community Centre.

The Parklet is on trial and we are currently looking into prospective future sites for the Parklet within the Coppermill area and would welcome any suggestions via our email address: parklets@walthamforest.gov.uk

WHAT HAPPENS NEXT?

We will now progress the next stage of the project (detailed design), which will include liaison with key stakeholders to assist further development of the designs. The detailed design stage will continue through to early 2020, which will be followed by a statutory consultation exercise. We are aiming to complete the detailed design process by early Spring 2020, at which point we will require final approval from TfL to proceed to the construction stage. Subject to the detailed design process and TfL approval we expect construction will commence from April/May 2020 onwards.

Also, we will progress some advance construction works in early 2020, which will be followed by construction of the main works programme in Spring 2020. The full construction phase is anticipated to last for approximately 18 months. Further construction updates will be sent to the local community as the project progresses.

For further information please visit the Enjoy Waltham Forest website, which includes the consultation document and key project information: www.enjoywalthamforest.co.uk/cln/

To keep up to date with future activities please sign up to the Coppermill Area blog on: www.coppermill.commonplace.is

TfL W19 bus service improvements

A consultation will be conducted by TfL starting on 24 January 2020 regarding their proposals for changes to the W19 bus route.

To access the TfL consultation please visit: <https://consultations.tfl.gov.uk/buses/w19-rerouting/>

For further information, please email us at:
enjoy@walthamforest.gov.uk

Kind Regards
Enjoy Waltham forest Team