

**CLOSURE OF COPPERMILL FIELDS CAR PARK FOR THE  
WALTHAM FOREST LIVEABLE NEIGHBOURHOOD SCHEME**

Presented by the Head of Parklands

**EXECUTIVE SUMMARY**

Coppermill Fields Car Park is an existing Authority owned and managed car park, a relatively small car park consisting of 20 bays in total, two of which are disabled bays and it is a non-chargeable car park. It has in the past been an access point for Anti-Social Behaviour in relation to raves, but is the only car park visitors to the location wishing to access the Marshes can use without using the busy Lea Bridge Road car parks.

Discussions have taken place between officers and the London Borough of Waltham Forest following them securing funding from Transport for London to enhance the Coppermill area and make it easier and safer for people to get around on foot, by bike or public transport, as one of the Mayor's Transport Strategies for London. The scheme recommends closing Coppermill Fields car park to reduce vehicle movements on Coppermill Lane. If closed the car park will be enhanced under the scheme.

**RECOMMENDATION**

Members Approve: (1) closure of Coppermill Fields car park for parking to enable the London Borough of Waltham Forest to undertake its Liveable Neighbourhood Scheme on the understanding that one of the two options detailed in paragraph 18 of this report are delivered.

**BACKGROUND**

- 1 The Coppermill area is bounded by Forest Road, the Walthamstow Wetlands to the north, Blackhorse Road, St James Street and Markhouse Road as far as Saint Saviour's Church to the east and the Lower Lea Valley Park to the west.
- 2 Coppermill Fields Car park is located at the junction of Coppermill Lane and Cattle Creep bridge; it provides 20 parking spaces including 2 disabled parking bays. To the north is the Wetlands Centre and to the south the Authority's sites

of Walthamstow and Leyton Marshes. Coppermill Road is used to access Springfield Marina as well as this car park.

- 3 The car park is free and is locked and unlocked through our Grounds Maintenance (GM) contract. The car park is kept locked at night to help reduce Anti-Social Behaviour (ASB), fly-tipping and Traveller incursions, which due to the remoteness of the car park have been issues in the past.
- 4 In July 2018 the London Borough of Waltham Forest (LBWF) launched a perception survey to understand how residents, visitors and businesses felt about the area and how they travel around it. The results of this survey can be found in Appendix A to this report.
- 5 During the autumn of 2018 LBWF piloted their first community comments signs, inviting residents and businesses to write their thoughts about seven key locations identified through the perception survey and held a number of pop-up events in the area to seek local people's views on the ideas. They also hosted guided cycle rides and walks of the area to engage and discuss these proposals at the exact locations.
- 6 In April 2019 they held two co-design workshops with local residents, businesses and accessibility groups where participants were able give their views on initial concepts for improvements.
- 7 **Coppermill Lane trials**

Throughout May 2019 LBWF trialed two potential new road layouts on a section of Coppermill Lane for two weeks each, to establish whether proposed changes will make the street safer for pedestrians and cyclists and meet the needs of local businesses.

## 8 **Public consultation**

On 24 June 2019 LBWF delivered over 5000 leaflets 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.

They publicised the consultation by a variety of methods such as flyers, local and social media and during the consultation period 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.

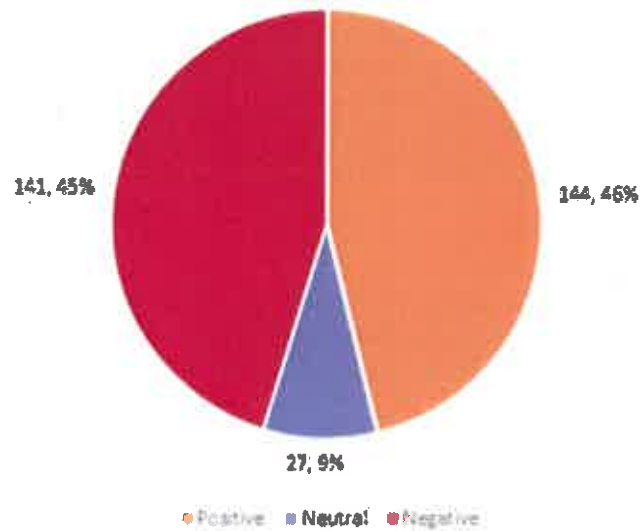
LBWF analysed the feedback received from the public consultation, alongside further technical design development work, to help shape the final design for the area which includes 4 disabled spaces further up Coppermill Lane.

The Authority received the consultation report for the proposed schemes, which included the public response to the potential closure of the car park and its change of usage. There was a mixed response both for and against the potential closure including a number (12) complaints received by the Authority to the plans for closure.

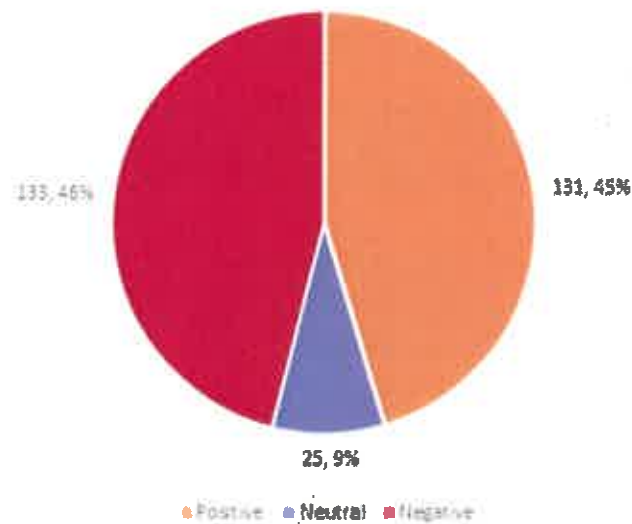
Results were as follows.

Response	All Responses	Averaged per Respondent
Positive	144	131
Neutral	27	25
Negative	141	133

All Responses



Averaged per Respondent



- 9 Present GM cost for the car park is £2,200 per annum: opening and closing the car park on a daily basis £1,900; and GM £300. Officers do not see either of the two suggested options from LBWF (paragraph 18) costing any more than the current figures, less if option 1 is the outcome.
- 10 The Coppermill design was produced to reduce vehicle traffic down Coppermill Lane, the closure of Coppermill car park would help achieve this and will provide a safer environment for pedestrians and cyclists.

- 11 Closure of the car park will reduce air and noise pollution due to fewer vehicles.
- 12 If Members approve closure and the area becomes part of the bigger scheme LBWF will open dialogue with Transport for London about extending the bus route further down Coppermill Lane.
- 13 Closing the car park would increase potential for reactivation and for income generation from a concession or café. The Authority has previously been approached by an operator interested in this site, at the time they were willing to pay for the installation of a facility with a potential rental income of £10,000. Closing the car park would however reduce parking spaces for some visitors to the area and the nearest car parks are quite a distance and chargeable i.e. the Ice Centre as can be seen in Appendix B to this report.

#### **OFFICER VIEW**

- 14 Officers believe that closure of the car park would reduce the number of incidents on site, i.e. lock-ins, therefore freeing up officer time, and will hopefully also reduce potential vehicular access to the area relating to rave incursions.
- 15 The closure of the car park would also reduce the risk of collision at the junction from the car park and Cattle Creep bridge which forms a blind spot between vehicles, pedestrians and cyclists at this point.
- 16 The other wider benefits are covered in Paragraphs 9-13.
- 17 There are also negative elements to closure including that this is the only car park in the locality that allows visitors to access the open spaces; the nearest other car parks serving this location are a 20 minute drive away and some are chargeable. See Appendix B to this report.
- 18 Currently the LBWF plan does not stretch as far down Coppermill Lane as the Coppermill Fields car park, however they have advised that should we agree to the closure of the car park one of the following options would be added to the scheme:
  1. If TfL decide to extend the W12 along Coppermill Lane:
    - a. LBWF can provide design and costs for implementing a turning head area in and around the ex-car park.
  2. If TfL decide not to extend the W12 along Coppermill Lane:
    - a. LBWF can provide design and costs to facilitate general public realm improvements in and around the ex-car park (subject to funding limitations).

#### **ENVIRONMENTAL IMPLICATIONS**

- 19 Environmental implications arising directly from the recommendations in this report are reduction of air pollution, reduction of carbon footprint in the Park and reduction in local ASB.

#### **FINANCIAL IMPLICATIONS**

- 20 There are no financial implications arising directly from the recommendations in

this report.

### **HUMAN RESOURCE IMPLICATIONS**

- 21 There are no human resource implications arising directly from the recommendations in this report.

### **LEGAL IMPLICATIONS**

- 22 There are no legal implications arising directly from the recommendations in this report.

### **RISK MANAGEMENT IMPLICATIONS**

- 23 Risk management implications are an increase in complaints from those not in favour of the closure.

### **EQUALITY IMPLICATIONS**

- 24 Equality implications are a reduction in access for less able bodied visitors, although 4 disabled bays will be provided and there is a request from LBWF for the bus route to be extended.

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### **BACKGROUND REPORTS**

LBWF - Coppermill Area Improvement Update

### **PREVIOUS COMMITTEE REPORTS**

None

### **APPENDICES ATTACHED**

Appendix A Coppermill Area Improvement Update  
Appendix B Map of car park locations

### **LIST OF ABBREVIATIONS**

ASB Anti-Social Behaviour  
LBWF London Borough of Waltham Forest  
GM Grounds Maintenance

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# LIVEABLE NEIGHBOURHOODS SCHEME

# COPPERMILL AREA IMPROVEMENTS UPDATE



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MAYOR OF LONDON



**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
<b>Coppermill Lane Corridor Improvements</b>		
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
<b>Additional Information</b>		
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.		

<b>Series 1 - Highways and Pedestrian Improvements</b>		
Positive 132 (71%)	Neutral 23 (12%)	Negative 31 (17%)
<b>Location</b>	<b>Proposal</b>	<b>Action</b>
Selop 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)
<b>Additional Information</b>		
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.		

<b>Series 2 - Cycleway 27</b>		
Positive 189 (52%)	Neutral 21 (6%)	Negative 155 (42%)
<b>Location</b>	<b>Proposal</b>	<b>Action</b>
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
<b>Additional Information</b>		
<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>		

<b>Series 3 - Coppermill Lane</b>		
Positive 129 (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.
<b>Additional Information</b>		
We will be working 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](mailto: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/](http://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](http://www.coppermill.commonplace.is)

### TfL W19 bus service improvements

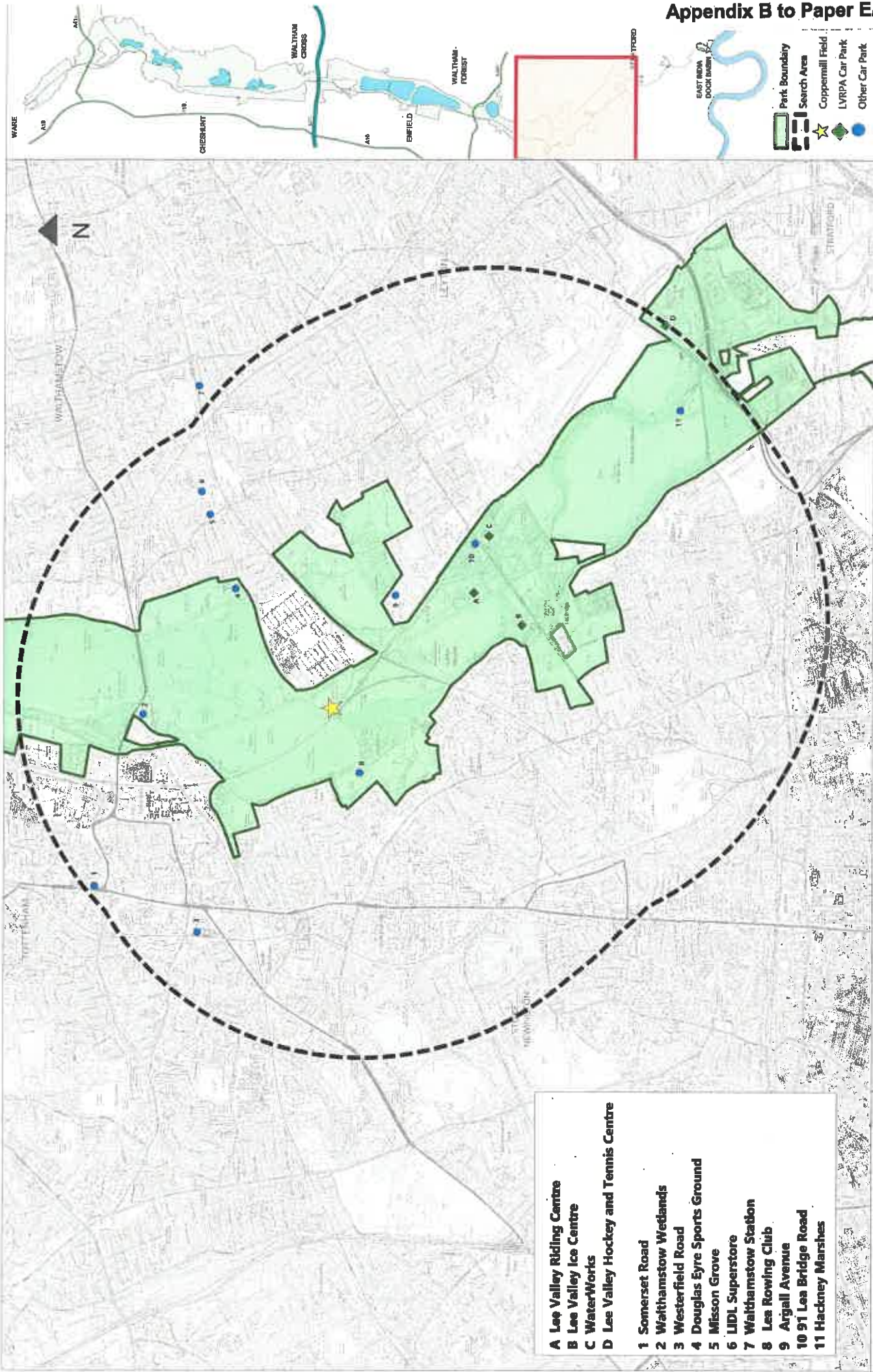
A consultation will be conducted by TfL starting on 24 January 2020 regarding their proposals for changes to the W19 bus route.

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](mailto:enjoy@walthamforest.gov.uk)

Kind Regards  
Enjoy Waltham forest Team

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- A** Lee Valley Riding Centre
- B** Lee Valley Ice Centre
- C** WaterWorks
- D** Lee Valley Hockey and Tennis Centre
- 1** Somerset Road
- 2** Walthamstow Wetlands
- 3** Westerfield Road
- 4** Douglas Eyre Sports Ground
- 5** Misson Grove
- 6** LIDL Superstore
- 7** Walthamstow Station
- 8** Lee Rowing Club
- 9** Argall Avenue
- 10** 91 Lea Bridge Road
- 11** Hackney Marshes

**Proposed Closure of Coppermill Field Car Park: Area Context**

NTS @ A4  
17.03.20

Produced by: Corporate GIS (AAB)  
M:\Cadcorp Critical Data\User Specific Maps\Cmte Maps 2017 - 20\2020 Maps\Open Spaces\Coppermill Field CP Closure\Coppermill CP Cmte Map v1 (A4) 170320.FT

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