



London Borough of Newham

Cycling Strategy 2017/18 – 2024/25

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Foreword

We are all impacted by the challenge of toxic air and inactivity, and as a Council we have always believed in helping people make a positive change to their lives.

That's why the council has been working to create a new Cycling Strategy which aims to make is easier, safer and cheaper to take to pedal power.

With our new cycling strategy we aim to more than double the number of journeys taken by bike between now and 2025.

Doubling the levels of journeys made by bike will help build personal resilience through encouraging healthier and active lives, while also building community resilience through reducing congestion on our roads and pollution in the air we breathe.

To make the strategy a reality we will commit to investing in our roads and cycle facilities to make them safer for cyclists and ultimately make the borough a more attractive place to live and to get around. We will also continue to train more residents to ride bicycles safely and we will also improve enforcement and security for cyclists.

We will make it easier and cheaper for residents to access and use bicycles across the borough through the introduction of a new "dockless" cycle hire scheme that will put an affordable bicycle journey within easy reach of residents.

We want a sustainable future for Newham with residents that can live healthy lives thanks to the work we do, and I want to encourage you all to get on a bike!

Sir Robin Wales

Executive Summary

Newham, along with the rest of London, faces both an inactivity crisis leading to poor health, and a serious challenge to deliver 'good growth' without a deterioration in the transport, environmental and health conditions for our existing residents. Unless we can change the way that people travel in Newham, and wider across London, we are unlikely to be able to tackle either challenge effectively.

In order to encourage more sustainable and active travel across the Borough, the support for trips made by sustainable modes must be embedded in Councils' thinking and supported by policy.

This Borough Cycle Strategy 2018-2025 sets out the Council's policy to support cycling and presents a plan of action to deliver greater numbers of cycling trips in Newham, with a target of 5% of trips across the Borough being made by bike by 2025. This is more than a doubling of existing levels of cycling across the Borough.

The Borough seeks to achieve this increase with a series of targeted interventions based around five broad objectives:

1. Create safer and more inviting conditions to cycle – by ensuring cycling infrastructure is of better quality and delivers a 'grid' of routes with a high Cycling Level of Service. This includes segregation of cycle tracks and the implementation of a 'Healthy Neighbourhoods' approach using filtered permeability to reduce motor traffic volumes and speeds, and improve physical activity levels, air quality, and community cohesion in residential areas bounded by classified roads.
2. Provide the education to cycle – by ensuring the Council maintains a programme of adult, young adult and child cycle training, including encouraging cycling to school through the School Travel Plan and Bike It programmes.
3. Improve access to, and maintenance of, cycles – by expanding opportunities to hire a cycle across the Borough and to continue the Council programme of bike check and repair events, incorporating basic bicycle maintenance training opportunities for local residents.
4. Improve enforcement and security for cycling – by continuing to roll-out secure residential cycle parking on demand, applying security markings to bicycles at events, and working with the MPS to address theft and issues regarding cyclist behaviour.
5. Normalise cycling in Newham, and inspire more residents to cycle – by encouraging participation in led-rides and other introductory events, by targeting groups with known resistance to cycling by the identification and use of 'community cycling champions' for promotion and by increasing the profile of cycling and its benefits across Council communication channels.

The strategy sets out the steps needed to deliver a significant increase in the levels of cycling in Newham and improve safety, including the transformation of the built environment so that all residents can benefit from increased levels of physical activity, improved air quality, less noise

pollution and unnecessary traffic, better access to employment and services, and the resilience this brings.

This is an evidence-based, coherent strategy to coordinate investment, including leveraging significant external contributions, for the maximum benefit of Newham residents.

Policy Context and Rationale

Recognition of the current, and huge potential positive contribution of cycling to transport, health, and environmental objectives is contained in both regional policy, in the form of the [London Plan](#) (GLA, 2015; and draft 2018) and the draft [Mayor's Transport Strategy](#) (GLA, 2017); and locally in Newham's [Core Strategy](#) (adopted in 2012) and draft [Local Plan](#) where the need to improve conditions to facilitate more cycling is highlighted in multiple policies.¹

In addition, it is increasingly recognised at a regional level that more and safer cycling can make a vital contribution to the health of Newham's and London's population. Transport for London's (TfL's) action plan '[Improving the Health of Londoners](#)' (TfL, 2014) as part of the 'Healthy Streets' approach, highlights the valuable contribution that cycling make towards increasing physical activity, improving air quality, reducing noise pollution, and improving access to housing, employment, and services.

The draft Mayor's Transport Strategy (GLA, 2017) sets out a range of ambitious cycling targets for 2041, including achieving an 80% mode share for sustainable modes across London, ensuring that 70% of Londoners live within 400m of a high-quality, safe cycle route, and helping all Londoners do at least the 2x10 minutes of active travel they need to stay healthy every day.

Public health

With the responsibility for public health passed to Local Authorities in 2013, the London Borough of Newham, in addition to being the local Highway and Planning Authority, is now well placed to coordinate actions to facilitate an increase in cycling to lever significant health and other benefits for Newham's population. Facilitating cycling and active travel² forms a crucial element of the Joint Strategic Needs Assessment (JSNA) for Newham, and of particular importance, the Needs Assessment³ for Physical Activity.

Physical inactivity directly contributes to one in six deaths in the UK, the same number as smoking, and costs the UK economy at least £7.4 billion a year (Wen and Wu, 2012; cited PHE 2014). There are significant levels of physical inactivity in Newham with only 44.8% of adults (age 16+) achieving at least 150 minutes of physical activity per week in 2015 compared to the London average of 57.8% (PHE, 2016). This presents significant challenges around improving life expectancy and extending years of good health. In addition, 39.8% of adults are classed as inactive – doing less than 30 minutes of physical activity a week. This equates to approximately 90000⁴ adults across the borough. Every 1 percentage point increase in the share of trips by bicycle by Newham residents could represent up to approximately 3300 more people being physically active⁵ and thus has unparalleled potential to reduce the number inactive. As TfL and the GLA recognise, active travel is

¹ S1 Spatial Strategy, SP2 Healthy Neighbourhoods, SP3 Quality Urban Design within Places, SP7 Quality Movement Corridors and Linear Gateways, INF1 Strategic Transport, and INF2 Sustainable Transport (LBN, 2012) .

² Active travel includes walking and cycling, including to access public transport

³ JSNAs are assessments of the current and future health and social care needs of the local community (Department of Health, 2013)

⁴ 225,228 (GLA Population estimate, age16+, 2015)*0.398 = 89,640

⁵ Calculations from London Travel Demand Survey (TfL)

the only viable option for significantly increasing physical activity levels across London's whole population (FPH, 2013; cited TfL, 2014a).

Newham council and Newham Clinical Commissioning Group are developing an Integrated Prevention Strategy to identify the root causes of physical inactivity and develop and adapt services through a communities approach, making every community and building count and making every contact count. In addition, with a growing awareness of the need to improve air quality and address London's inactivity crisis it is clear that a modal shift to cycling can make a huge contribution to levels of physical activity, increased life expectancy and extending the years in good health of Newham's population.

Cycling investment

The previous Mayor of London's [Vision for Cycling](#) (GLA, 2013) outlined the strategic ambition for cycling across the capital through to the early 2020's, in accordance with the then current London Plan that aimed for 5% of all trips by London residents to be made by bike by 2026, from 2.7% in 2016 (2.2% in Newham). Central to the vision was the need to create conditions that entice a much wider range of people on to bikes, and for cycling to be seen as a routine and viable method of transport for everyone.

[A City for all Londoners](#) (GLA, 2016) set out the 'Healthy Streets' approach as a pre-cursor to the Mayor's Transport Strategy, builds upon this vision and highlights the role and potential of the Healthy Streets Approach to encourage more walking and cycling to improve the health and quality of life of all Londoners. The latest TfL Business Plan, published in December 2016, sets out a total of £770m to be spent on cycling schemes up to 2022 as part of a wider £2.1bn Healthy Streets portfolio. This strategy and investment will help Newham seize opportunities to access investment to improve air quality, levels of physical activity and the health of residents.

Following the success and inspiration of the Olympic Games, Newham engaged with TfL to deliver some of the first infrastructure working towards the high standard envisioned, in the form of the extension of Cycle Superhighway 2 from Bow to Stratford which opened in late 2013. Subsequently, Newham, along with all other outer London boroughs, were invited to bid to TfL under the Mini-Holland programme for major transformation to conditions for cycling across the borough. Whilst unsuccessful in the final round, significant elements of Newham's bid, such as the transformation of Stratford gyratory and town centre, and improvements to the Newham Greenway, are now being taken forward under different programmes. Newham's bid under the Mini-Holland programme, and subsequent work undertaken following the publication of the revised [London Cycling Design Standards](#) (LCDS) (TfL, 2016) inform this strategy to facilitate more and safer cycling in Newham.

Newham's current Local Implementation Plan (LIP) and the forthcoming revision in LIP3 sets out the local policies and programmes over rolling three year period that contributes to the delivery of the outcomes identified in the Mayor's Transport Strategy as well as borough specific outcomes, and forms the funding bid to TfL for schemes to deliver these. Since 2008 many LIP and other externally funded schemes have contributed to improving conditions for cycling in Newham; there is now an opportunity to ensure that the next LIP (2018/19 – 2020/21), and funding directly from the Mayor's Vision for Cycling and other sources, including improvements secured from new development via

the planning system, make a significant contribution to achieving the increased levels of cycling needed for the health and resilience of Newham's residents.

Cycling Environment in Newham

Geography and demography

Newham is located five miles east of the City of London, occupying 14 square miles (36 square kilometres) and is bounded by the rivers Lea to the west, Thames to the south, and Roding to the east and by the A12, Leytonstone, and Wanstead Flats to the north. Newham is among the flattest of London Boroughs with the majority of the borough below 15m above sea level.

Neighbouring boroughs are Waltham Forest, Redbridge, Barking & Dagenham, Tower Hamlets, Hackney, and Greenwich.

Newham's population has increased significantly in recent years to approximately 330,500 (2015 estimate, [GLA](#)) suggesting a population density of 23,800/sq mile (9200/km²), the 11th highest in London. However, with Newham's population expected to grow to above 400,000 by 2031 this would result in a population density of 28,900/sq mile (11,200/km²), the equivalent of the sixth most densely populated London borough in 2015.

Transport and severance

Newham has arguably some of the best public transport connections in the UK (and a corresponding high proportion of trips) and owing to Newham's position the majority of road and rail infrastructure runs from west to east, radiating out from Central London.

East-west severances include the Thames, Royal Docks, the DLR (x2 lines), the A13, the Northern Outfall Sewer (NOS, aka The Greenway), the District Line, and to a lesser extent the A12, the Gospel Oak to Barking London Overground Line and Wanstead Flats. In addition, north-south severances include the River Lea and tributaries, the A12, the DLR/Jubilee Line, the A406, and the River Roding.

Therefore there are at least ten east-west, and five north-south, major geographical severances in the borough, all with limited points of access across.

These severances represent barriers that generally cannot be crossed at ground level and therefore require significant infrastructure (ramps, bridges or subways) for road transport, and in particular the sustainable modes of walking and cycling, to overcome.

Street pattern and profile

The residential street pattern in Newham is broadly characterised by a dense grid network of relatively narrow (7m carriageway, 12m highway) uniform Victorian terraced streets to the north and east; a mixture of pre and post-war (but still high density) streets with a higher proportion of green space and the Royal Docks to the south; and increasingly, modern higher-rise and density developments in the 'arc of opportunity' running from Stratford and the Queen Elizabeth Olympic Park (QEOP) in the northwest to Canning Town and the Royal Docks in the southwest and south.

In addition to the A13 there are 13 classified 'A' and 'B' roads in the borough, generally wider (up to 18m+ carriageway in places, 25m+ public highway between building lines) though some have pinch points ranging down to a 7m carriageway and 10m highway (e.g. A1011 Manor Road).

The vast majority of roads in the borough are controlled by Newham as the Highway Authority, with the exception of the A13, and the A117/A1020 Pier Road/Royal Docks Road to the A13, effectively forming the south-eastern extent of the north circular road to the Woolwich Ferry, that are controlled by TfL.

Newham's major town centres are located at Stratford in the north west and East Ham towards the east. District centres are located at Canning Town to the south west, Forest Gate to the north, Green Street towards the centre and Beckton to the south east.

The density, proximity to inner and central London, supporting planning policies promoting mixed-use development, and flat topography, have the potential to be strong enabling factors to much higher levels of cycling in Newham, provided that the other physical conditions for cycling (Cycling Levels of Service) are improved sufficiently, severance challenges addressed, and that people can access bicycles, and are given the adequate education and inspiration to cycle.

Cycling in Newham

According to the London Travel Demand Survey (LTDS) the proportion of trips by bicycle made by Newham residents (and originating in Newham) has increased from 0.7% in 2007-10 to 2.1% in 2013-16, an increase of 200%.

This is in the context of an increasing proportion using rail and underground (from 11% to 15.4%) and bus (from 15.9% to 17.9%), a decline in walking (from 38.5% to 36.2%), and a steadily declining proportion using car and taxi (from 33.8% to 28.2%), with overall share of trips by sustainable modes (active travel and public transport) increasing from 66.1% to 71.6% in that period.

This data broadly corresponds to trends in census data showing the proportion of working age adults in work in Newham travelling by bicycle increasing from 1.37% in 2001 to 1.63% in 2011, an increase of 18%. Again this is in the context of significant increases in the proportion using public transport (from 52.2% to 63.8%) and a declining proportion using private motorised transport (from 30% to 21.2%) and walking (from 7.4% to 6.4%) with overall share of trips by sustainable modes (active travel and public transport) increasing from 60.9% to 71.1% in that period. In reflection of this trend, the proportion of households with access to a car fell from 51.1% in 2001 to 47.9% in 2011; the majority of households in the borough are now car-free.

The relatively small increase in the share of trips by bicycle masks the increase in the absolute number of people cycling due to the significant increase in population in Newham over the same period. Whilst census data suggests the proportion of trips by bicycle to work increased by 18% between 2001 and 2011, the overall population increased by approximately 26% (some additional 64,000 residents), and thus the absolute number of Newham residents cycling to work increased from 1,188 in 2001 to 2,153 in 2011, an increase of 81.1%. Thus, observers would be correct in thinking that there appear to be far more people cycling in Newham now than ten years ago. More recent data from the London Travel Demand Survey suggests the absolute numbers of cycling trips

has increased from around 3,800 per day (2007-10) to 14,595 per day (2013-16). TfL's Strategic Cycling Analysis (June 2017) illustrates significant current cycle flows in Newham based on the output of the Cycle Network for London (Cynemon) model. Significant east-west current cycle flows can be seen from Ilford to Stratford and from the Royal Docks towards Canning Town, along with significant north-south cycle flows between Leyton, Stratford and the Royal Docks.

However, whilst levels of cycling have increased in Newham, levels remain the lowest of any inner London borough and below the inner London average (3.6%), and greater London Average (2.7%). Given Newham's location in relation to inner London, and proximity to boroughs with much higher levels of cycling, it is fair to say that levels of cycling are below what should be expected and that are very realistically achievable in the short term.

The population in Newham is expected to continue rising⁶ and with an increasing population density and finite road space the arguments in favour of facilitating and encouraging the use of the most sustainable and efficient modes become more apparent.

Acknowledging that there has been a significant increase in cycling in Newham, the potential for a step-change in cycling levels from the current low base is best understood in the context of neighbouring boroughs Hackney and Tower Hamlets with cycling mode shares of 6.6% and 3.4% 2012-2015 respectively, and in the case of Hackney where more residents travel to work by bicycle than by private car (Census, 2011).

This is further highlighted in TfL's own *Analysis of Cycling Potential* (2017b), which showed that a conservative estimate of 41% of trips in Newham could be made by cycling⁷ and that of these, 39% are under 2km and 81% are under 5km. This suggests that there is massive potential for modal shift to cycling from both private and public motorised modes for local journeys (under 5km). This is further reflected in the analysis showing that the vast majority of cyclable trips are to destinations within Newham (69%) followed by neighbouring Tower Hamlets (9%), Redbridge (8%), Waltham Forest (7%), Barking and Dagenham (3%), Hackney (2%), and Greenwich (1%).

TfL's Strategic Cycling Analysis (June 2017) illustrates this potential spatially, highlighting the roads and paths that would host the highest volumes of these potential cycle trips. Significant east-west and north-south flows can be seen across the borough, connecting key destinations and linking to neighbouring boroughs. This shows the incredible potential to switch trips from motorised modes to cycling in the borough. The Strategic Cycling Analysis also highlights the significant potential for motorised trips to be switched to walking in Newham, especially around Stratford and in the centre of the borough.

Newham also has the second highest percentage of residents of any London borough who never cycle (91% in 2012/13 – 2014/15); with this proportion being uniformly high among all age categories (ranging from 89% of 5-16 yr olds to 96% of 60+ yr olds). Newham also has the second highest proportion of women who never cycle (96%) of any London borough and corresponds to the

⁶ [GLA 2015 Round Population Projections](#)

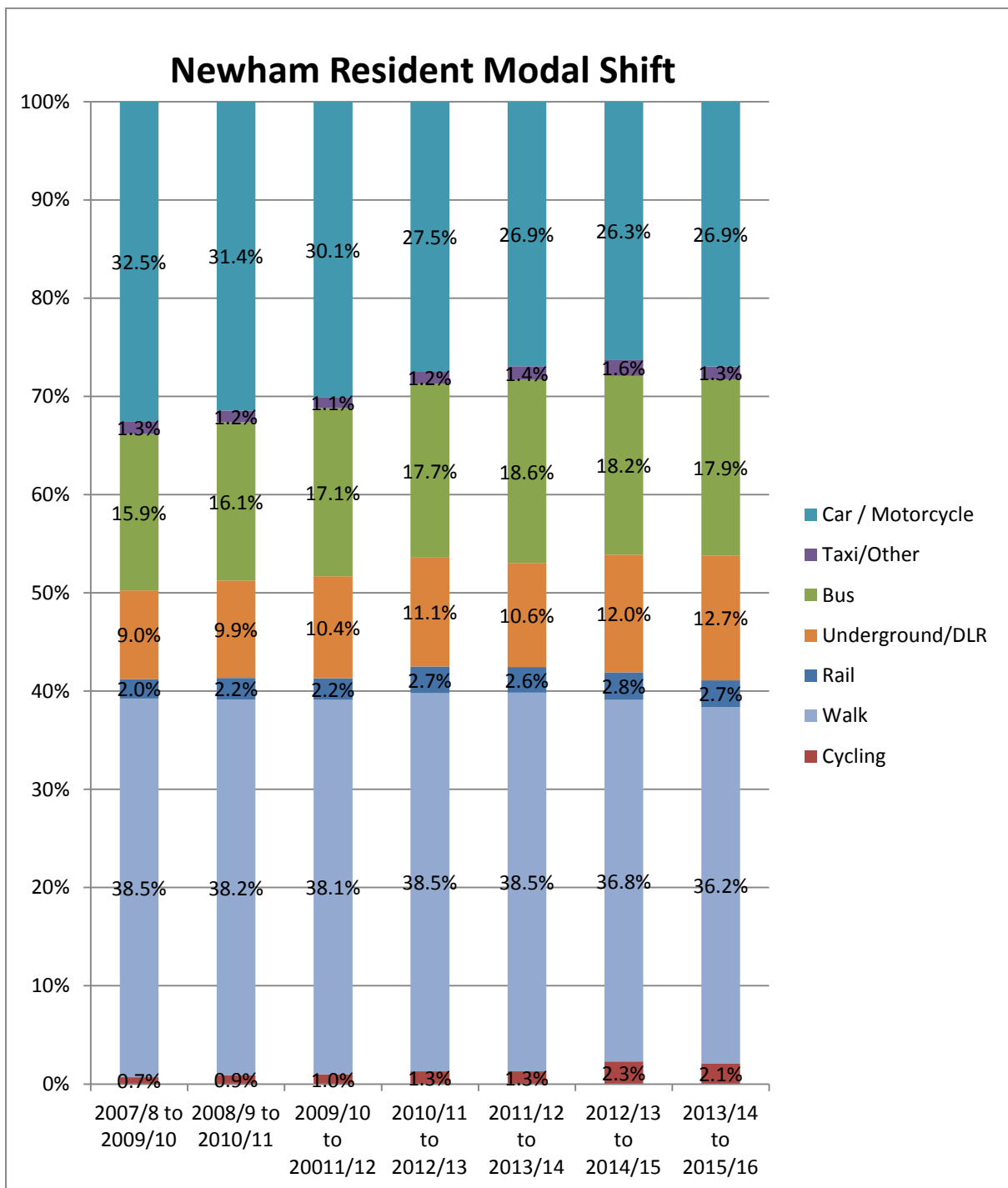
⁷ This excluded mechanised trips made by young children, elderly and disabled people; trips longer than 8km or which would take at least 20% more time if cycled; trips made at night; trips made with heavy or bulky goods; and trips made by non-London residents.

very high share of participants in Newham’s adult cycle training programme who are female (83%) or complete beginners (50%) who have never cycled.

Figure 1 - Measures of cycling in Newham

Measure	Source	Frequency
Resident trips by cycle (% and no.)	London Travel Demand Survey, TfL	Annual
Cycling through Inner London Cordon and Thames Screenline (4 sites, % and no.)	Inner London Cordon and Thames Screenline counts, TfL	Annual/every 2 years
Trips to school (% and no)	School Hands-up Surveys, LBN	Annual
Resident travel to work by cycle (aged 16-74) (% and no.)	Census, ONS	10 years
Route counts (TfL routes and sample, NCN13)	Automatic and manual counts, LBN, TfL, Sustrans	Continuous/Annual

Figure 2 - Resident Modal Split in Newham (Source: London Travel Demand Survey, TfL)



Achieving a significant increase in cycling in Newham will necessarily have to address current barriers to cycling in the borough.

The low levels of cycling amongst all parts of the population suggests that significantly improved conditions for cycling are required if genuine long-term increases in cycling are to be achieved.

Data from the census provides the only indication of cycling levels at the geographical scale smaller than the borough (cycle to work).

Figure 3 shows the percentage of residents in work whose main method of commuting is bicycle from the 2011 census. It is important to note that levels of Newham residents cycling to work (0.98% of all working age population) are relatively low in all areas and wards of Newham ranging from 0.2%⁸ to 3.77%⁹ at the smallest scale and 0.46%¹⁰ to and 1.77%¹¹ at ward level. These figures compare to averages of 1.9% for England and Wales, 2.6% for London as a whole, 4.4% for inner London, 1.4% for outer London, 9.2% for Hackney, 1.8% for Waltham Forest, 0.7% for Redbridge, 0.8% for Barking and Dagenham, 1.5% for Greenwich, and 4.1% for Tower Hamlets. Some areas immediately to the west of Newham (in parts of Hackney Wick) have levels as high as 10%.

The data available for Newham suggests higher levels of cycling in the north and north-west including Forest Gate and Stratford; followed by a mixed picture in the west, south, and central including Canning Town, Royal Docks, and Plaistow; with the lowest levels in the east including Green Street, Manor Park, and East Ham.

This broadly reflects higher levels of cycling in areas of closer geographical proximity to inner and central London. As the census data is from 2011, it can be expected that the 'cliff edge' between the high levels of cycling in eastern parts of Tower Hamlets and Hackney and low levels in Stratford has begun to soften as the Queen Elizabeth Olympic Park has re-opened following the games, reducing the severance of the River Lea and the A12, and as cycling will be a more geographically viable mode for the new population living the park itself.

One possible correlation can be speculated between the very low levels of cycling in the east and north-east of the borough and furthest proximity to any roads, paths, or connections with a high Cycling Level of Service (CLOS) as shown in **Figure 8** and discussed in the action plan for infrastructure.

⁸ E01003531, lowest Super Output Area (SOA) , east and south of Plashet Park

⁹ E01003547, highest SOA, west of Manor Park Cemetery

¹⁰ East Ham North, lowest ward

¹¹ Forest Gate North, highest ward

Figure 3 - Commutes by cycle, Newham 2011

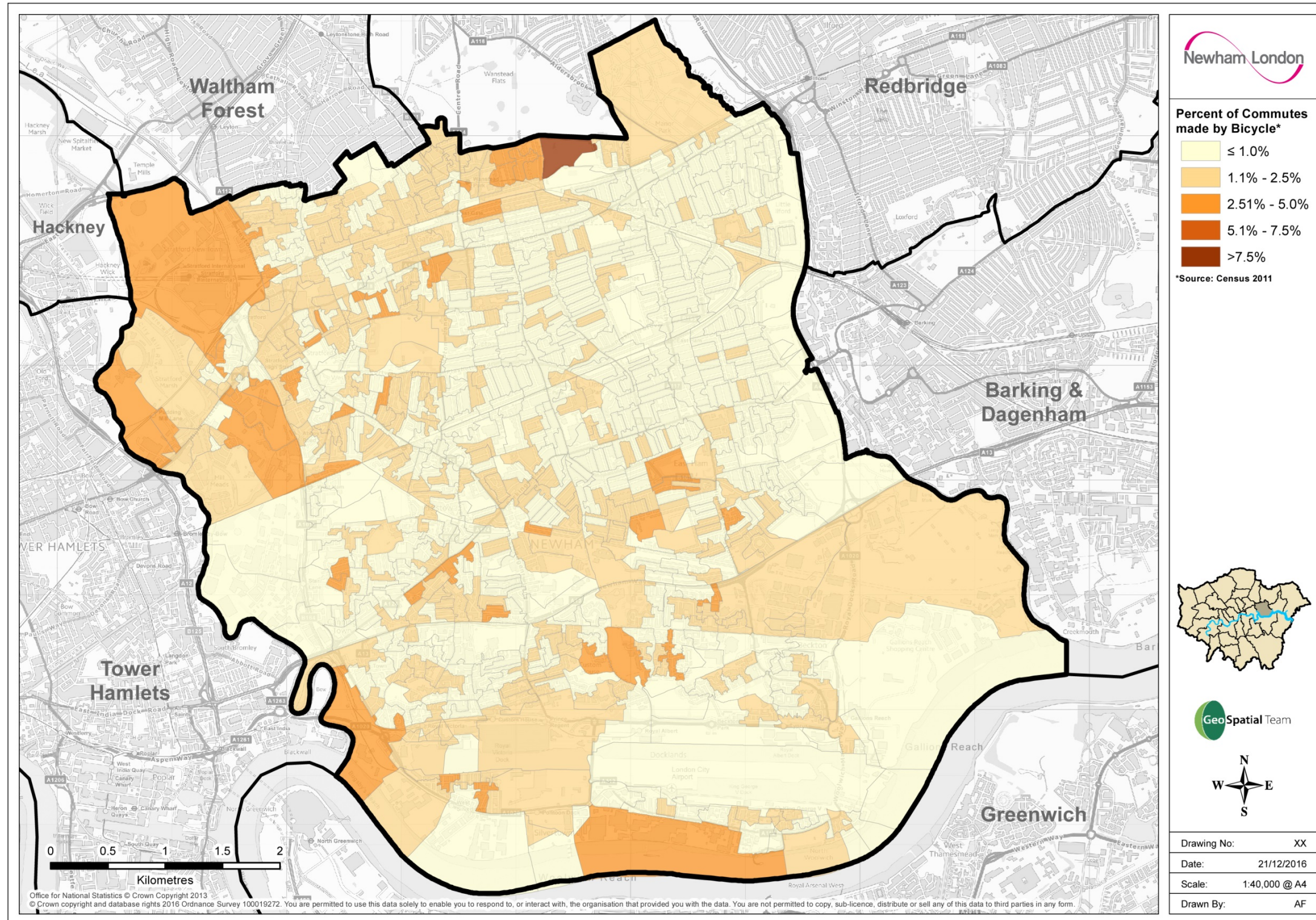
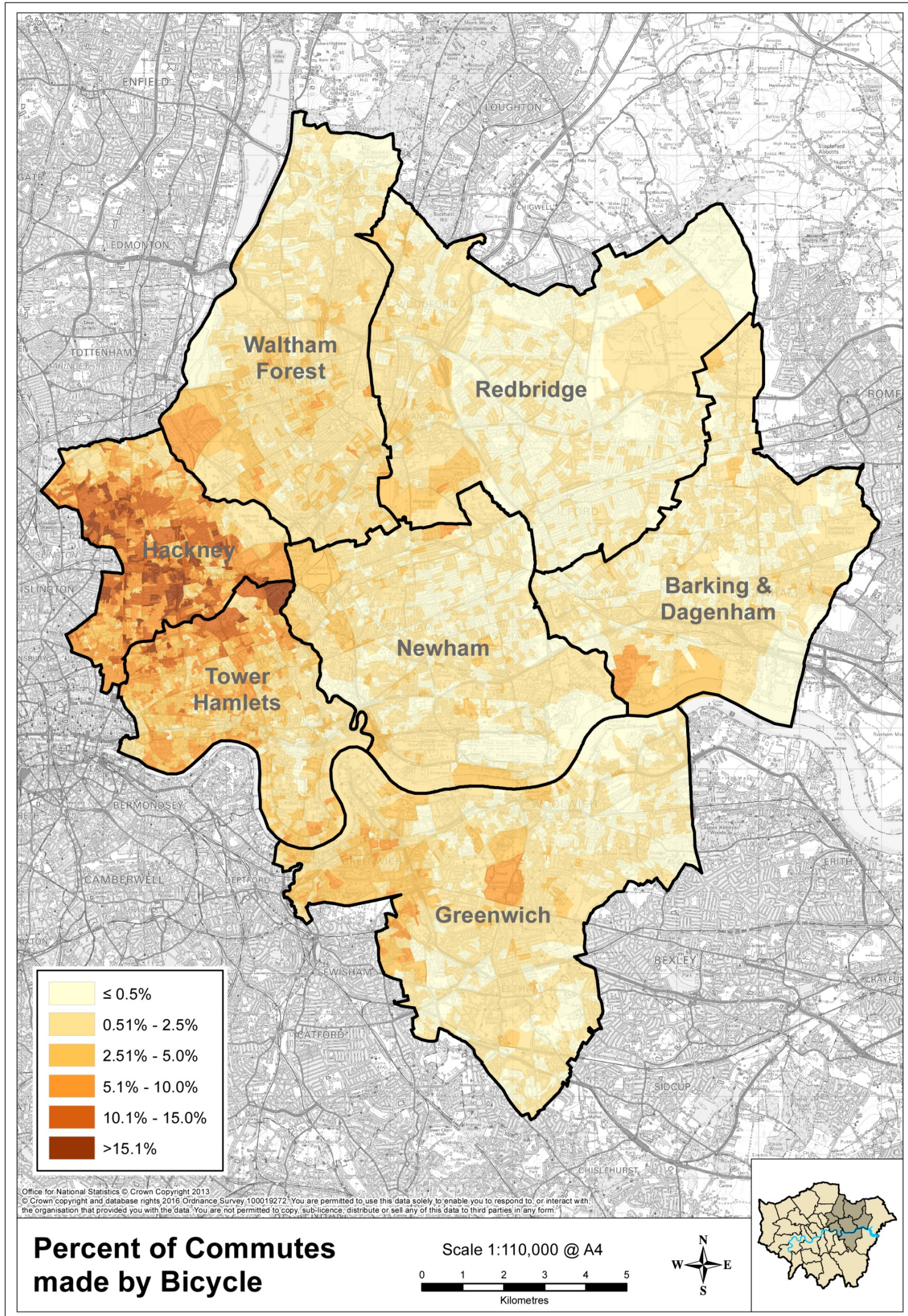


Figure 4 - Commutes by cycle, Newham and neighbours, 2011



Cycling safety in Newham

In 2015/16 LBN commissioned an insight study to analyse trends in road traffic casualty data for all vulnerable road users (pedestrians, pedal cyclists, and motorcyclists). Selected extracts are included below. The latest data on the number of cyclist casualties in Newham is also presented.

Figure 5 - 2010-2014 Casualties on Newham roads by user

User	Fatal	Serious	Slight	Total
Drivers	8	148	2,391	2,547
Passengers	3	47	868	918
Pedestrians	10	137	926	1,073
Pedal Cycle	1	46	447	494
Car Occupants	4	80	2,121	2,205
Motorcycle	6	50	414	470

Figure 6 - Number of cyclist casualties in Newham by severity

Year	Fatal	Serious	KSI	Slight	Total
2004	0	7	7	55	62
2005	0	5	5	47	52
2006	1	8	9	61	70
2007	1	6	7	57	64
2008	0	10	10	61	71
2009	2	6	8	77	85
2010	0	12	12	78	90
2011	0	11	11	86	97
2012	1	9	10	80	90
2013	0	6	6	83	89
2014	0	8	8	120	128
2015	0	7	7	95	102
2016	0	10	10	69	79

As discussed earlier, the numbers of people cycling in Newham has increased over the last decade and **figure 6** shows there has sadly also been a rise in total cyclist injuries. The latest data from the London Travel Demand Survey suggests that there has been a 287% increase in the absolute number of daily cycling trips per day by Newham residents from 2007/8-2009/10 to 2013/14-2015/16 and a 28% increase in the average number of cyclists casualties for the same periods.

The insight study provides more detail on the risk factors of the cyclist casualties including information about the collision and information about the person involved. Weekdays at busy commuter times see the largest percentage of crashes with a larger peak in the late afternoon and early evening, with only a quarter injured during the hours of darkness and almost all of these in street lit areas. Unsurprisingly the cycling casualty numbers peak in the summer from June to September, as the number of cyclists overall increases. The majority are injured on busy A roads (see **figure 7** below) with T-junctions being the most common junction type. Cyclists are more likely to be injured when proceeding normally along the road; two fifths where the other vehicle involved being

in the act of turning when collisions occur. In terms of ‘contributory factors’ 40% of cyclists were deemed to have contributed in some way to collisions compared to 59% of drivers, with both parties most commonly making observation errors.

The data suggests that schemes such as the upcoming return of Stratford Gyratory (comprising of parts of the A11 and A118) to two-way operation with separated turning movements at junctions should help to significantly reduce cyclist casualty rates at this location and make a valuable contribution to cyclist casualty reduction across the borough as a whole. It also suggests that the key main road corridors of the A118 (Stratford High Street, gyratory and Romford Road), A124 (Barking Road), A112 (West Ham Lane/Plastow Road/Prince Regent Lane), and A117 (High Street East Ham, Woolwich Manor Way, Pier Road) will need to be addressed in order to achieve significant reductions in the absolute and relative level of casualties. These routes are also identified as top potential connections in the TfL Strategic Cycling Analysis (2017) which presents the opportunity to both address existing safety issues whilst create an inviting environment that should induce a significant increase in cycling. It is also clear that a significant amount of casualties occur on minor and residential roads, highlighting the need for treatment in residential neighbourhoods as well as on strategic corridors.

Figure 7 - Number of pedal cycle user casualties 2010-2014 in Newham by route

Route	Number	Share
Unclassified/ C Roads	96	19%
A118	153	31%
A124	59	12%
A112	43	9%
A117	40	8%

Addressing barriers to cycling

Regular surveys and analysis by Transport for London (2015) suggest that the main deterrents to increased cycling continue to be related to the environment for cycling with the volume of traffic, fear of collisions, and poor infrastructure commonly cited in addition to fear of cycle theft, workplace facilities, lack of confidence and perceived distance/time.

In the context of the high potential for more cycling in Newham (a high proportion of current trips being relatively short in time and distance by school and working age without bulky or heavy load), the following section details **five objectives** to address the barriers to, and enable, more cycling in Newham.

Objective 1 - Create safer and more inviting conditions for cycling

Ref	Action	Target Timescale
01-01	Maintain an up-to-date map of Cycling Levels of Service (CloS) with any changes as part of an annual 'Cycling Account'.	Annual, ongoing
01-02	Designate a grid, ideally of parallel 400m, existing and indicative potential cross-borough routes where maximum CloS scores could be attained.	2016/17
01-03	Identify full funding and progress design and implementation of the next phase (short term) of routes and upgrades, as shown in figure 13 , including securing improvements through the planning system.	2016/17-2017/18
01-04	Identify full funding for feasibility assessments, design, and implementation of identified medium term routes and upgrades, as shown in figure 14 , including securing improvements through the planning system. This includes proposals for strategic cycling routes that would serve the core cycling connections identified in TfL's Strategic Cycling Analysis (2017).	2018/19 – 2020/21
01-05	Identify full funding for feasibility assessments, design, and implementation of identified longer term routes and upgrades, as shown in figure 15 , including securing improvements through the planning system.	2021/22 – 2023/24
01-06	Seek to increase the CloS of all streets, particularly in areas between upgraded strategic routes above, wherever possible during any road schemes (including planned maintenance through 'Keep Newham Moving', including consideration of 20mph speed limits and filtered permeability).	Annual, on-going
01-07	Seek funding for feasibility assessments for piloting a 'Heathy Neighbourhoods' approach using filtered permeability to reduce motor traffic volumes and speeds, and improve physical activity levels, air quality, and community cohesion in at least 6 areas bounded by classified roads.	2016/17 – 2020/21

Design principles

Addressing the design of the borough's streets and other environments will address the most commonly cited barriers to people starting and keeping cycling and their safety whilst doing so.

Physical conditions that are relatively more or less likely to generate high levels of cycling and cycling safety can be quantified in a Cycling Level of Service (CloS) score (out of 100) as described in the London Cycling Design Standards, based upon international best practice.

The CloS score rates 33 characteristics of an environment contributing to the six design principles of safety, directness, coherence, comfort, attractiveness, and adaptability. Of these, the score is heavily

weighted towards safety (48/100). The weighting of safety, and in particular, the risk of collision with motor vehicles and feeling of safety, reflects the two different ways that good conditions for cycling can be created: (1) by segregating cycling from high volume and speed motor traffic where it exists; or (2) reducing the volume and speed of motor traffic to levels with very low levels of risk.

Conditions for cycling with scores below 40 and/or with safety critical characteristics typically represent uncomfortable, higher risk conditions, even for many of the small proportion of people who already cycle regularly. Scores between approximately 40 and 70 typically represent environments with measures to reduce risk and that the small proportion of people who cycle regularly find tolerable; whilst scores from approximately 70 or above are more likely to be low risk and inviting enough to entice more people to cycle, more often, and more safely, and to keep doing so.

Places with the highest levels of cycling and cycling safety internationally typically have a dense network of cycling routes with environments equivalent to CloS scores of approximately 70 and above, with critical factors consistently addressed (TfL, 2014b).

Network

For high levels of cycling and cycling safety to be achieved, people must be able to access every place where they might live, work, study, shop, or visit via good conditions for cycling. As such, a high density of routes with good conditions for cycling is needed to facilitate high levels of cycling.

The Cycling Level of Service assessment suggests that a minimum grid density of high quality cycling routes of 400m is needed to facilitate high levels of cycling. This broadly means that a good quality parallel cycling route can be found at least every 400m.

The draft MTS (2017) highlights the importance of developing a pan-London strategic cycling network. TfL's Strategic Cycling Analysis (SCA) (2017) identifies and prioritises the indicative cycling connections that would form this network at a London-wide scale. The SCA identifies a number of indicative cycling connections in Newham, many of which align with the future network set out in **Figure 10**.

Existing Facilities

Figure 8 shows a plan of Newham overlaid with a 400m grid. Each road or path currently signed or mapped for cycling is shown with its CloS score, colour coded with scores of under 40 in red, 40-69 in orange, and 70 and above in green. In addition, roads where recent traffic surveys have been completed as part of other schemes have also been scored.

The majority of classified road (A and B roads) score in the range 30-40%, reflecting the high volumes and relatively high speeds of motor traffic as would be expected given their strategic importance, but also reflecting the relative lack of segregated space for cycling on these direct corridors. Segregation on the A118 Stratford High Street (as part of CS2), the A13 (as part of CS3) and to a lesser extent on the A1020 North Woolwich Road are notable exceptions, scoring in the range 64-75%, with the lack of separation at junctions generally a barrier to higher levels of service.

The majority of unclassified, local residential roads score in the range 40-60%. Many local roads that form effective rat-runs for motorised traffic have moderate volumes (200-500 motor vehicles/hour at peak) and higher-than-welcome speeds (25-30mph+). The lower scoring streets tend to have collision risk from on-street car parking on both sides and meet busier major roads with higher levels of risk.

However, where not forming particularly useful through-routes for motor traffic, many local residential roads have much lower volumes of motorised traffic (below 200 vehicles/hour at peak) and speeds (around or below 20mph), and still benefit from regular lighting and being overlooked by residents. The higher scoring of these minor roads have raised entry treatments at junctions to reduce the likelihood of turning conflicts, more limited car parking with more effective width, good surfacing, and in some cases have dedicated connections to other cycling routes and public transport.

Paths completely separated from the highway score in the range 68 (or 52 weighted for limited opening hours) to 89. These benefit from the obvious full elimination of risk of collision with motor vehicles, and in most cases have proximity to green spaces and distance from the stress of noise pollution. However, many suffer from a lack of lighting and natural surveillance and variable or poor surfaces.

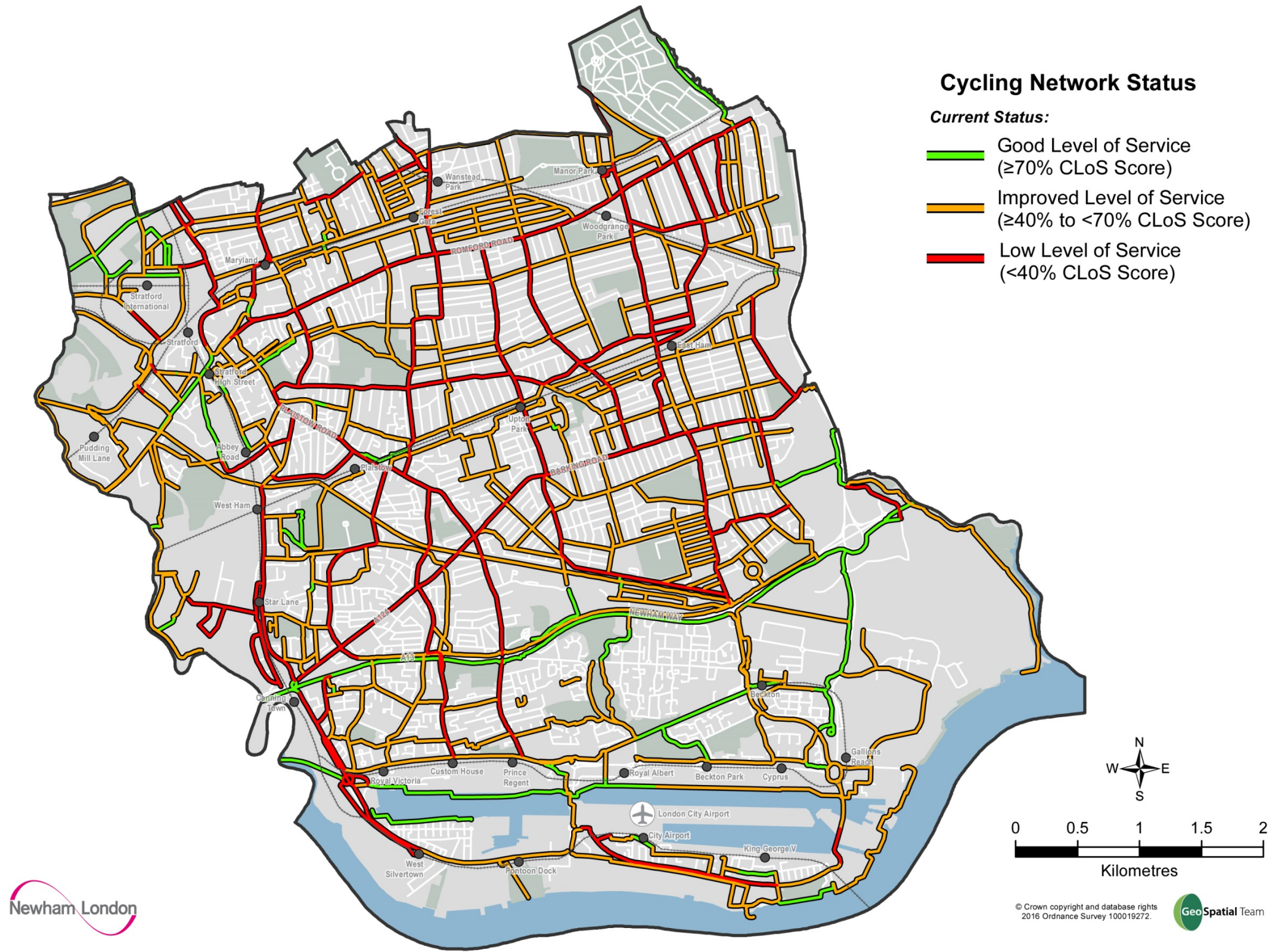
It can be seen from **Figure 8** that there is generally a higher concentration of 'green' (70+) routes in the northwest and south, and a lack of routes with higher levels of service in the east. This is broadly correlated with cycle to work ward-level data from the census.

Whilst there is a general scarcity of routes and areas with higher CLoS in the borough, there are individual examples of routes with good scores in a variety of contexts: busier and quieter roads, and routes through green spaces, housing areas, and along waterways. However, many of these routes do not connect to form a coherent network and/or meet less inviting roads or areas of much higher risk.

In addition, as noted earlier, there are at least ten east-west, and five north-south major geographical severances in the borough, all with limited points of access across. To create a network with the level of directness and grid coherence needed to achieve higher levels of cycling across the borough, the existing limited number of connections across the physical boundaries need to be upgraded or new connections created with good levels of service for cycling.

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Figure 8 - Newham Cycling Levels of Service, 2016

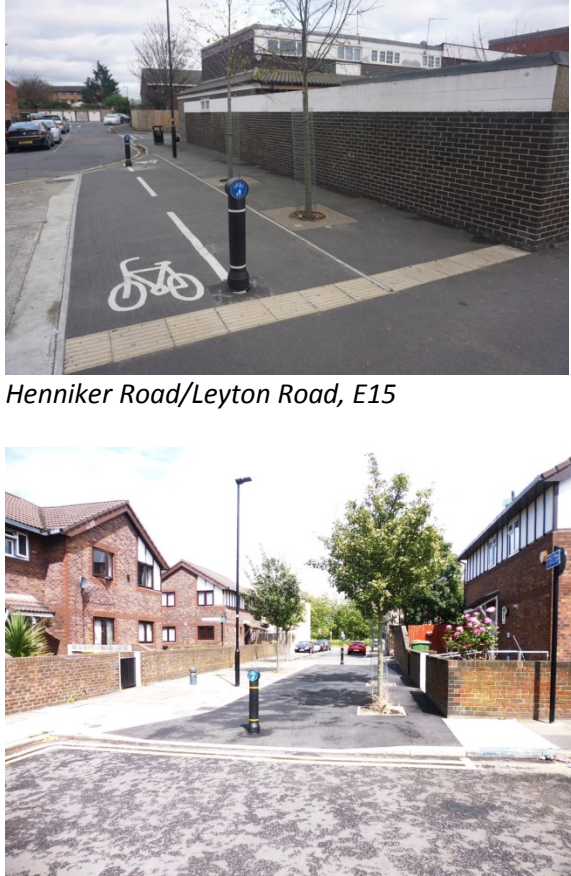




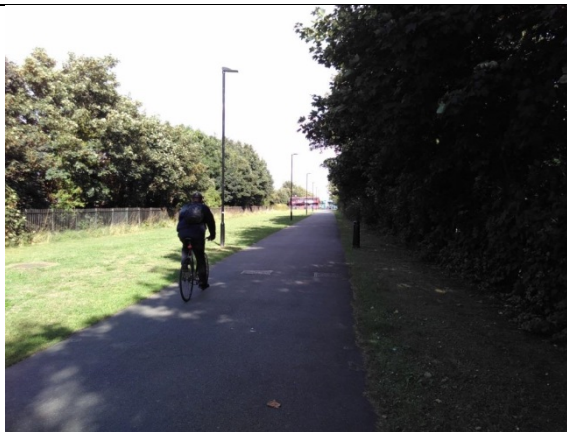
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Future Network

There are broadly four methods of creating space for cycling on routes and there are examples in Newham where these conditions have already been created, as shown on **figure 9**, however in the majority of cases it will require active intervention to create the required conditions.

Figure 9 - Methods and examples of creating space for cycling in Newham

Method	Description	Newham Example (photo + description)
Filtered Permeability	The use of traffic management (such as road closures and one-way streets) to significantly reduce motor traffic volumes in certain areas and routes by preventing motor traffic 'cutting through' residential areas.	 <p><i>Henniker Road/Leyton Road, E15</i></p> <p><i>Quietway 6, Anna Neagle Close, E7</i></p>
Segregation from high volume/speed motor traffic on links	The allocation of space within the public highway dedicated for cycling. This can range from mandatory cycle lanes to full kerb segregation. Space can be re-allocated from central medians, general traffic lanes, car parking, or as a last resort from footways. This should include separation from interaction with buses wherever possible.	 <p><i>Cycle Superhighway 2, Stratford High Street, E15</i></p>

<p>Segregation (in time/space) from high volume/speed motor traffic at major junctions</p>	<p>The use of signal phases, or banning certain movements, to separate turning conflicts at junctions .</p>	 <p><i>Cycle Superhighway 2, Mile End Road/Grove Road, London Borough of Tower Hamlets</i></p>
<p>Upgrading off-road paths</p>	<p>The use of good surfacing, lighting, access, and opening hours to upgrade off-road paths to the same comfort and social safety of on-road links.</p>	 <p><i>Greenway, Barking Road to Prince Regent Lane</i></p>

An indicative Strategic Cycling Network of 33 existing and potential routes across Newham has been identified that preliminary investigations suggest have, or could be upgraded to have, high levels of service (70+) for cycling, totalling approximately 150km, using the techniques above. There are 11 north-south and 22 east-west identified alignments, reflecting the dominant east-west transport alignments radiating from central London. These would be formed from streets with very low volumes and speeds of motor traffic, major roads if space for appropriate segregation can be re-allocated, and high quality paths through green spaces and along waterways, but all must link to an appropriate connection across existing physical boundaries for a dense pan-borough network to be created.

The Strategic Cycling Analysis (TfL, 2017) identifies a core London-wide cycle network which could contribute to the growth of cycling in London and help achieve the ambitious targets set out in the draft Mayor’s Transport Strategy.

The SCA identifies 25 Top potential cycling connections in inner and outer London. Of those 25, four are in Newham:

- Stratford to Ilford
- Leyton to Barking Road

- Canning Town to Barking
- Manor Park to Woolwich Crossing

In addition, the SCA identifies 2 High potential connections (Plaistow to Royal Docks; Stratford to Leytonstone) and 3 Medium potential connections (Canning Town to Woolwich Ferry; Stratford to Canning Town; Forest Gate to Upton Park). Many of these connections align with the proposed Strategic Cycling Network for Newham, as set out in **Figure 10**. Delivery of these routes would therefore serve cycling within Newham as well as trips made between Newham and neighbouring boroughs. The SCA also highlights the great potential for these routes to improve conditions for walking and safety, and enhance access to public transport.

A map showing the proposed Strategic Cycling Network corridors and local connections can be seen [here](#) and at **Figure 10**.

Figures 11 and **12** show the indicative future Strategic Cycling Network corridors, their length, and current Cycling Levels of Service by distance.

Healthy Streets and Neighbourhoods

Analysis suggests that the identified Strategic Cycling Network of pan-borough corridor routes alone would not create the density of routes needed to enable the majority of residents to easily access them. As such, a sub-network of local connections that also have the potential for high levels of service (CLOS: 70+) and that tackle local severances, such as bridges/tunnels across geographical features or crossings of busy roads where dedicated cycling provision cannot feasibly be provided, is needed to link to these routes.

All neighbourhoods could then be linked to the wider strategic network by applying a 'filtered permeability' traffic management approach. This would involve defined neighbourhoods, bounded by busier classified roads, where traffic management and landscaping is used to create 'Healthy Streets and Neighbourhoods' (GLA, 2016a) by reducing motor traffic volumes, speeds and noise; and improving levels of physical activity, air quality, and community cohesion. Evidence shows that residents on streets with lower levels of motor traffic count more neighbours as friends and acquaintances with more social interactions, perceive a larger 'home territory' to care for, and afford a greater degree of independence to children (Appleyard, 1969, 1980, 1981; Hart and Parkhurst, 2011). This approach therefore has great potential to not only increase levels of physical activity through cycling and walking but may also help to address other objectives such as reducing crime (including environmental crime), educational outcomes, and population transience. This is particularly pertinent to improving school travel patterns, as almost all of the 108 schools in the borough are located on residential streets with relatively small catchment areas.

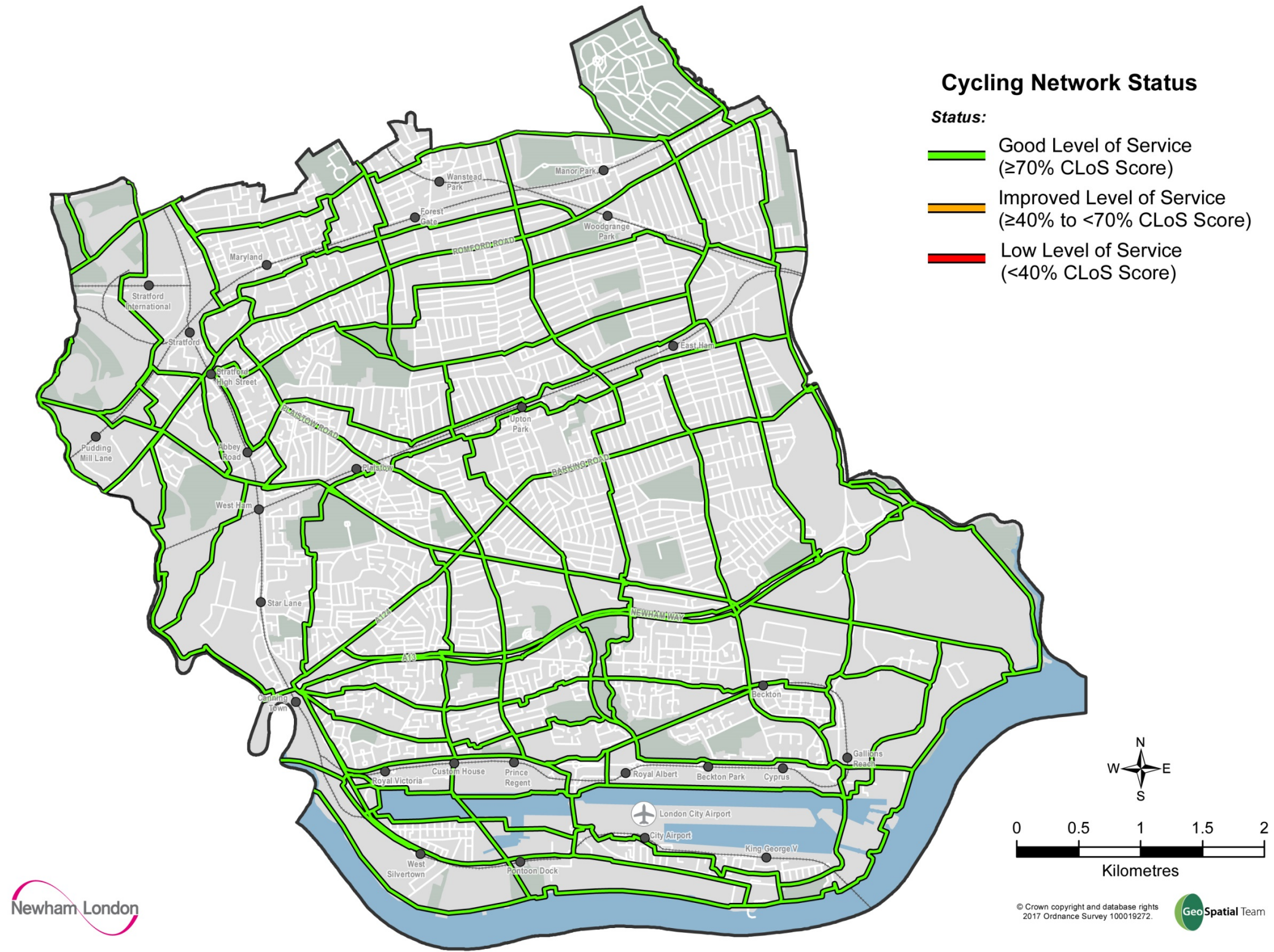
This approach is championed in [A City for all Londoners](#) (GLA, 2016) and Newham is well placed to secure improvements through the Healthy Streets Approach. Chapter 4 of the Strategic Cycling Analysis (TfL, 2017) highlights the great potential for such an approach in Newham, based on an analysis of street connectivity. As well as well-connected streets in areas with high cycling potential, the SCA also highlights that new developments offer the opportunity to influence the street network in positive ways for walking and cycling, including creating more permeable streets.

A sensible first step would be to apply this method in the areas in the north of Newham bordering the London Borough of Waltham Forest. As this is the only border of Newham permeable at residential street level it will require coordination with the neighbouring authority to maximise benefits for residents of both boroughs and has the potential to build upon and expand the successful work of Waltham Forest's 'villages' schemes as part of the ['Walk, Cycle, Enjoy Waltham Forest'](#) programme.

Planned Road Maintenance and Improvements

In 2016 the London Borough of Newham announced the introduction of 'Keep Newham Moving', a programme to invest £100 million over ten years to improve the borough's roads, footpaths, and streetlights to help people travel across Newham as safely and smoothly as possible. In addition to a massive programme of road re-surfacing, improving the levels of service for cycling and reducing the likelihood of localised failures (e.g. potholes), the programme also includes elements that have significant indirect benefits for cycling in Newham, including reducing demand for road space through the introduction of car club bays and residential parking zones across the borough. The programme also provides the opportunity to introduce improvements to the cycling network when resurfacing takes place; in the first year of the programme several residential roads have been identified for introducing contraflow cycling when the carriageway has been resurfaced, improving neighbourhood permeability and local links. LBN will continue to co-ordinate improvements to conditions for cycling wherever possible.

Figure 10 - Proposed Strategic Cycling Corridors in Newham

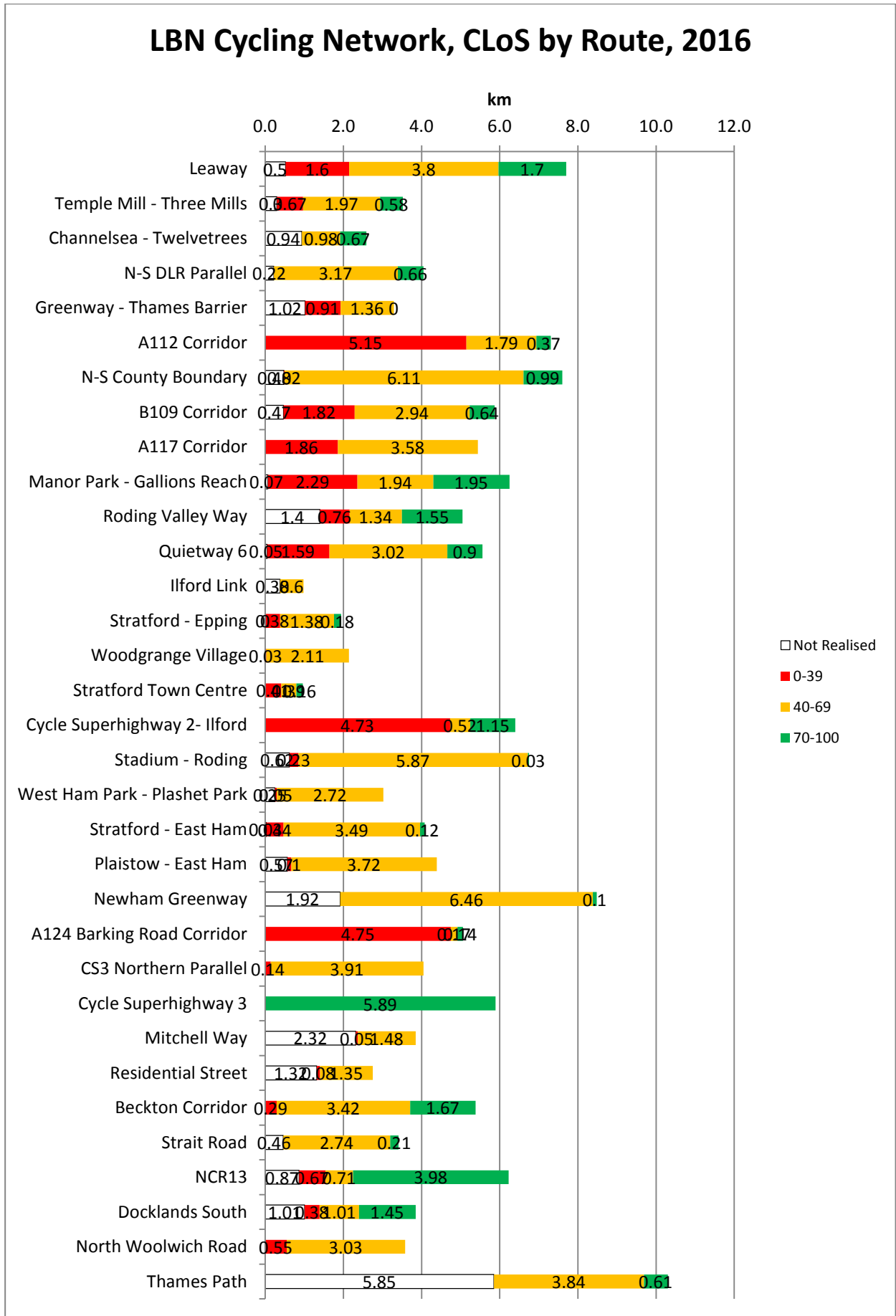


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Figure 11 - LBN Identified Strategic Cycling Network Corridors (Table)

Ref	Name	Open CLoS Range %	Not Realised	0-39	40-69	70-100	km (total)
NS001	Leaway	32-89	0.5	1.6	3.8	1.7	7.7
NS002	Temple Mill - Three Mills	37-81	0.3	0.67	1.97	0.58	3.5
NS003	Channelsea - Twelvetrees	42-70	0.94		0.98	0.67	2.6
NS004	N-S DLR Parallel	42-87	0.22		3.17	0.66	4.1
NS005	Greenway - Thames Barrier	35-51	1.02	0.91	1.36	0	3.3
NS006	A112 Corridor	26-69		5.15	1.79	0.37	7.3
NS007	N-S County Boundary	37-74	0.48	0.02	6.11	0.99	7.6
NS008	B109 Corridor	33-72	0.47	1.82	2.94	0.64	5.9
NS009	A117 Corridor	36-68		1.86	3.58		5.4
NS010	Manor Park - Gallions Reach	31-72	0.07	2.29	1.94	1.95	6.3
NS011	Roding Valley Way	30-80	1.4	0.76	1.34	1.55	5.1
EW001	Quietway 6	26-82	0.05	1.59	3.02	0.9	5.6
EW002	Ilford Link	N/R	0.38		0.6		1.0
EW003	Stratford - Epping	38-73	0	0.38	1.38	0.18	1.9
EW004	Woodgrange Village	30-59		0.03	2.11		2.1
EW005	Stratford Town Centre	32-79		0.41	0.39	0.16	1.0
EW006	Cycle Superhighway 2- Ilford	31-74		4.73	0.52	1.15	6.4
EW007	Stadium - Roding	31-81	0.62	0.23	5.87	0.03	6.8
EW008	West Ham Park - Plashet Park	48-50	0.25	0.05	2.72		3.0
EW009	Stratford - East Ham	29-77	0.03	0.44	3.49	0.12	4.1
EW010	Plaistow - East Ham	42-54	0.57	0.1	3.72		4.4
EW011	Newham Greenway	47-57	1.92		6.46	0.1	8.5
EW012	A124 Barking Road Corridor	25-33		4.75	0.17	0.14	5.1
EW013	CS3 Northern Parallel	67		0.14	3.91		4.1
EW014	Cycle Superhighway 3	74-75				5.89	5.9
EW015	Mitchell Way	39-53	2.32	0.05	1.48		3.9
EW016	Residential Street	35-48	1.32	0.08	1.35		2.8
EW017	Beckton Corridor	32-72		0.29	3.42	1.67	5.4
EW018	Strait Road	65-79	0.46		2.74	0.21	3.4
EW019	NCR13	32-78	0.87	0.33	0.71	3.98	5.9
EW020	Docklands South	42-64	1.01	0.38	1.01	1.45	3.9
EW021	North Woolwich Road	50-64			3.03		3.0
EW022	Thames Path	42	5.85		3.84	0.61	10.3
33			21.1	29.1	80.9	25.7	157.2
			13.4%	18.5%	51.5%	16.4%	

Figure 12 - LBN Identified Strategic Cycling Network Corridors (Graph)



Infrastructure Programme

Figures 13, 14, and 15 summarise the programme of identified Newham cycling infrastructure projects to contribute towards the Strategic Cycling Network and neighbourhood connections in the short (2018/19), medium (2021/22), and long term (2022>) term.

Figures 16 to 21 shows the impact of identified and schemes in progress on Cycling Levels of Service (CLOS) scores.

Short Term (2017/18 – 2018/19):

- **Quietway 6** is approximately 35% complete and due for full completion in 2017/18, as part of the TfL Quietways programme.
- Full commissioning of lighting and CCTV and the Abbey Lane Ramp on the **Newham Greenway** are expected within 2017/18 and design work on up to 9 new or improved ramp access points is on-going, as part of the TfL Quietways programme.
- Design work is ongoing for a route linking **Cycle Superhighway 3 to Barking Town Centre** for delivery in 2018/19, as part of the TfL Quietways programme.
- Design work for the **Silvertown Way** element of the **Leaway** is ongoing, including segregated cycling facilities and separated signalised junctions.
- Implementation on converting **Stratford** town centre to two way operation with segregated cycling facilities is on-going as part of the TfL Major Schemes programme.
- Implementing new signalised cycling crossings of the **Gallions Roundabout** as part of the Local Implementation Plan (LIP) programme is expected in 2018/19.
- A programme of implementing a series of **Cycling Permeability** schemes is on-going as part of neighbourhood links and as part of the strategic cycling network, as part of the LIP programme.
- Subject to the confirmation, Newham will seek feasibility work to be undertaken for the four identified top London Strategic Cycling Connections in Newham as identified in the TfL Strategic Cycling Analysis (**Stratford to Ilford, Leyton to Woolwich Crossing, Canning Town to Barking, and Manor Park to Woolwich Crossing**).

Medium Term (2019/20 – 2021/22):

- Design work for upgraded facilities on **North Woolwich Road** and a new link from **Silvertown Way** is underway for potential delivery in the medium term as part of the Royal Docks Integrated Investment Plan (RDIIP).
- Further feasibility work is expected on up to two new pedestrian and cycling bridges across the River Roding (**Roding Bridge**) as part of the TfL Quietways programme, including a link to Quietway 6.
- Feasibility work has been completed for upgraded facilities on **Westfield Avenue, Montfichet Road, and Penny Brooke Street**. Work to identify funding for delivery in the medium term is underway.
- Feasibility and preliminary design work has been completed on a range of schemes on the **Roding Valley Way** route. Elements of the route are expected to be delivered in the medium term as part of the LIP programme whilst elements dependent on development of private land are expected to be deliverable in the longer term.

- Feasibility is expected to upgrade the junction of **Stratford High Street/Warton Road/Rick Roberts Way** on Cycle Superhighway 2 with the aim of introducing a separated signalled facilities for cycles and improve movements for all road users.
- It is proposed to undertake feasibility assessments on all identified potential routes south of the A13 as part of the RDIIIP (please see Medium Term Programme below) for potential delivery in the medium and longer terms.
- A new pedestrian and **cycle bridge over the Royal Victoria Dock** linking Custom House with Silvertown is proposed as part of the RDIIIP (S4).
- A new **bridge over the A13** linking the Royal Docks and the north of the borough is proposed as part of the RDIIIP (RDW12).
- It is proposed to undertake feasibility assessments for up to four east-west potential upgraded routes (**EW007, EW008, EW009, EW010**) to link to the proposed walking and cycling bridge across the River Roding, linking the Queen Elizabeth Olympic Park, Stratford, and Plaistow through Green Street and East Ham to Ilford and Barking.
- Major improvements to the junction of the **A118 Romford Road/Ilford Hill/A406** are proposed as part of the Mayor's Air Quality Fund.
- Following feasibility assessments to be conducted in the short term, it is expected that up to four of the top London Strategic Cycling Connections in Newham (**Stratford to Ilford, Leyton to Woolwich Crossing, Canning Town to Barking, and Manor Park to Woolwich Crossing**) will be taken forward for delivery in the medium/longer term.
- It is proposed to undertake feasibility assessments on potential 'Healthy Neighbourhood' filtered permeability schemes to complement route-based infrastructure above.

Longer Term (2022>):

- There is potential for new ramped accesses to the Greenway at **Corporation Street and Plaistow Park**, via Khartoum Road. These will remain under consideration in the longer term.
- It is proposed to make improvements to cycling connections to **Custom House Station**, to facilitate easier movements following the introduction of Crossrail, as part of the RDIPP (RDV2).
- It is proposed to make improvements to cycling connections between **Beckton and Royal Albert Dock** in coordination with the development on land immediately north of the dock, as part of the RDIIIP (RAD3).
- There is potential for new bridge connections between the Royal Docks and the London Borough of Tower Hamlets, identified as part of the RDIIIP (RDW09).
- It is proposed to undertake feasibility assessments for the route **NS003 Channelsea-Twelvetrees**, in coordination with the proposed developments south of Canning Road.
- It is proposed to undertake a feasibility assessment for an upgrade to route **NS002 Temple Mills-Three Mills**.
- It is proposed to undertake a feasibility assessments for an upgrade to route **NS004 N-S DLR Parallel**.
- It is proposed to undertake feasibility assessments for the elements of the north-south routes linking to the Royal Docks that are north of the A13 (**NS005, NS008, NS010**).

Figure 13 - LBN Identified Cycling Infrastructure Programme - Short Term 2017/18 – 2018/19

Project	Corridor	Length (km)	Current CLoS	Designed CLoS	Feasibility	Preliminary Design	Detailed Design	Funding Identified	Target Delivery
Quietway 6 (5/15)	EW001 QW6	5.6	19-89	22-89				TfL: QW	Complete
Quietway 6 (10/15)	EW001 QW6							TfL: QW	2017/18
Quietway Greenway: Lighting and CCTV	EW011 Newham Greenway (QW58)	7.2	56	77+				TfL: QW	Complete
Quietway Greenway Ramp: Channelsea	EW011 Newham Greenway (QW58); NS003 Channelsea-Twelvetrees	Major Link						TfL: QW, OPTEMS	Complete
Quietway Greenway Ramp: Newham General	EW011 Newham Greenway (QW58)	Local Link						TfL: QW	2018/19
Quietway Greenway Ramp: Memorial Park	EW011 Newham Greenway (QW58); NS004 DLR Parallel; EW010 Plaistow-East Ham	Major Link						TfL: QW	2018/19
Greenway Ramp: 259 Plaistow Road	EW011 Newham Greenway (QW58); NS004 DLR Parallel; EW009 Stratford-East Ham	Major Link						Developer S278	2018/19*
Quietway Greenway Ramp: Lonsdale Avenue	EW011 Newham Greenway; NS008 B109 Corridor (QW58)	Major Link						TfL: QW	2017/18
Quietway Greenway Ramp: Stokes Road	EW011 Newham Greenway; NS008 B109 Corridor (QW58)	Major Link						TfL: QW	2018/19
Quietway CS3-Barking	NS011 Roding Valley Way	0.7	30-74	80+				TfL: QW	2018/19
Leaway: Silvertown Way (RDW11)	NS001 Leaway (QW60)	0.86	35-37	80+				LIP, S106, EZ	2018/19
Leaway: Twelvetrees Ramp	NS001 Leaway	Major Link						LLDC/GLA	Complete
Leaway: A13 Ramp	NS001 Leaway	Major Link						TfL: MP	2018/19
Leaway: Cody Dock-Wharfside Path	NS001 Leaway	Major Link						TfL: MP, GLA	2018/19*
Stratford Two-Way	EW005 Stratford Town Centre; EW006 CS2	1.4	32-71	77-88				TfL: MP	2019/20
NS009 A117 Corridor: Gallions Roundabout	NS009 – A117 Corridor	Major Junction						LIP	2017/18
LIP Cycling Permeability 2017/18	Various	Local Link						LIP	2017/18
EW006 Cycle Superhighway 2: Ilford Extension Route Feasibility (TfL SCA Corridor 6)	EW006 CS2	4.6	31					Future TfL	2018/19
NS006 A112 Corridor Route Feasibility (North A13/Royal Docks Excluding Stratford) (TfL SCA Corridor 7)	NS006 A112 Corridor	4.7	26-69					Future TfL	2018/19
EW012 A124 Corridor Route Feasibility (TfL SCA Corridor 8)	EW012 A124 Corridor	5.1	25-33					Future TfL	2018/19
NS009 A117 Corridor Route Feasibility (North of A13/Royal Docks) (TfL SCA Corridor 9)	NS009 A117 Corridor	2	36-68					Future TfL	2018/19
		32.2							

Figure 14 - LBN Identified Cycling Infrastructure Programme - Medium Term: 2019/20 – 2021/22

Project	Corridor	Length (km)	Current CLoS	Designed CLoS	Feasibility	Preliminary Design	Detailed Design	Funding Identified	Target Delivery
Quietway Roding Bridge: York Road	EW002 Ilford Link (QW6) ; NS011 Roding Valley Way	Major Link						TfL: QW	2019/20
Quietway Roding Bridge: Millais Avenue	EW007 Stadium-Roding; NS011 Roding Valley Way	Major Link						TfL: QW	2019/20
RDIIIP S2 and RDW15: North Woolwich Road (Royal Docks)	EW021 North Woolwich Road	1.25km	50-64	80+				EZ	2019/20
Leaway: Extension to N Woolwich Rd	NS001 Leaway	0.75	34	80+				LIP, LEP	2019/20
Westfield Ave/Montfichet Road/Penny Brooke St	NS002 Temple Mill-Three Mills	2.1	37-67	80+					2020/21
Quietway Greenway Ramp: Whitelegg Rd	EW011 Newham Greenway (QW58); EW010 Plaistow to East Ham (QW393)	Major Link							2020/21
Quietway Greenway Ramp: Gallions Reach	EW011 Newham Greenway (QW58)	Major Link							2020/21
Quietway Greenway Ramp: First Avenue	EW011 Newham Greenway (QW58)	Local Link							2020/21
Roding Valley Way	NS011 Roding Valley Way; NS010 Manor Park - Gallions Reach	5.1	30-80	80+					2020/21*
Stratford High St/Warton Rd/Rick Roberts Way	EW006 CS2	Major Junction						TfL: Better Junctions	2020/21*
Roding Bridge Link: QW6 Ilford Link	EW002 Ilford Link (QW6)	1.5	41-61	80+					2020/21
Dock Road	EW021 North Woolwich Road	0.8	32	80+					2020/21
Tidal Basin Road (Lower)	EW019 NCR13	0.24	32	80+					2020/21
Tidal Basin Roundabout	EW019 NCR13	0.25	33	80+					2020/21
EW006 Cycle Superhighway 2: Ilford Extension (TfL SCA Corridor 6)	EW006 CS2	4.6	31						2018/19
NS006 A112 Corridor Route (North A13/Royal Docks Excluding Stratford) (TfL SCA Corridor 7)	NS006 A112 Corridor	4.7	26-69						2018/19
EW012 A124 Corridor Route (TfL SCA Corridor 8)	EW012 A124 Corridor	5.1	25-33						2018/19
NS009 A117 Corridor Route (North of A13/Royal Docks) (TfL SCA Corridor 9)	NS009 A117 Corridor	2	36-68						2018/19
RDIIIP RDV2: High quality transport interchange at Custom House (User Experience) Local Connectivity Schemes	EW017 Beckton Corridor; NS006 A112 Corridor	Major Link						EZ	2019-23
RDIIIP: S4 Royal Victoria Dock Bridge (Royal Docks)	NS005 Greenway-Thames Barrier	Major Link						EZ	2020/21*
RDIIIP RDW12: NS007 N-S County Boundary A13 Bridge (Royal Docks)	NS007 N-S County Boundary	Major Link						EZ	2020/21
RDIIIP RDW13: Connaught Bridge cycle connections	NS007 N-S County Boundary	Local Link						EZ	2019-23
RDIIIP RDW14: NS007 N-S County Boundary: Route Feasibility (Royal Docks and Full Route)	NS007 N-S County Boundary	7.6	37-74					EZ	2020/21
RDIIIP RDW14: EW014 Cycle Superhighway 3 Upgrade Feasibility (Royal Docks)	EW014 Cycle Superhighway 3	5.9	74-75					EZ	
RDIIIP RDW14: EW015 Mitchell Way Route Feasibility (Royal Docks)	EW015 Mitchell Way	3.9	39-53					EZ	
RDIIIP RDW14: EW016 Residential Street Route Feasibility (Royal Docks)	EW016 Residential Street	2.8	35-48					EZ	

RDIIIP RDW14: EW017 Beckton Corridor Route Feasibility (Royal Docks)	EW017 Beckton Corridor	5.4	32-72					EZ	
RDIIIP RDW14: EW018 Strait Road Route Feasibility (Royal Docks)	EW018 Strait Road	3.4	65-79					EZ	
RDIIIP RDW14: EW019 NCR13 Upgrade Feasibility (Royal Docks)	EW019 NCR13	5.9	32-78					EZ	
RDIIIP RDW14: EW020 Docklands South Route Feasibility (Royal Docks)	EW020 Docklands South	3.9	42-64					EZ	
RDIIIP RDW14: EW021 North Woolwich Road Route Feasibility (Royal Docks)	EW021 North Woolwich Road	3.0	50-64					EZ	
RDIIIP RDW14: EW022 Thames Path Route Feasibility (Royal Docks)	EW022 Thames Path	10.3	42					EZ	
RDIIIP RDW14: NS005 Greenway-Thames Barrier Route Feasibility (Part Royal Docks)	NS005 Greenway-Thames Barrier	2.2	35-51					EZ	
RDIIIP RDW14: NS006 A112 Corridor Route Feasibility (Part Royal Docks)	NS006 A112 Corridor	2	26-69					EZ	
RDIIIP RDW14: NS008 B109 Corridor Route Feasibility (Part Royal Docks)	NS008 B109 Corridor	1.1	33-72					EZ	
RDIIIP RDW14: NS009 A117 Corridor Route Feasibility (Part Royal Docks)	NS009 A117 Corridor	3.4	36-68					EZ	
RDIIIP RDW14: NS010 Manor Park-Gallions Reach Route Feasibility (Part Royal Docks)	NS010 Manor Park-Gallions Reach	2.2	31-72					EZ	
Roding Bridge Link: EW007 Stadium to Roding Route Feasibility	EW007 Stadium to Roding (QW119)	6.8	31-81					Future TfL	
Roding Bridge Link: EW008 West Ham Park-Plashet Park Route Feasibility	EW008 West Ham Park-Plashet Park	3	48-50					Future TfL	
Roding Bridge Link: EW009 Stratford to East Ham Route Feasibility	EW009 Stratford to East Ham	4.1	29-77					Future TfL	
Roding Bridge Link: EW010 Plaistow to East Ham Route Feasibility	EW010 Plaistow to East Ham (QW393)	4.4	42-54					Future TfL	
Mayor's Air Quality Fund: A118/A406 Junction	EW006 CS2	Major Junction						TfL: MAQF	2020/21
'Heathy Neighbourhood' pilots		Local Links						Future TfL/GLA	
			108.4						

Figure 15 - LBN Identified Cycling Infrastructure Programme - Long Term: 2022/23 – 2024/25

Project	Corridor	Length (km)	Current CLoS	Designed CLoS	Feasibility	Preliminary Design	Detailed Design	Funding Identified	Target Delivery
Quietway Greenway Ramp: Corporation St	EW011 Newham Greenway (QW58)	Local Link							2021/22>
Quietway Greenway Ramp: Plaistow Park	EW011 Newham Greenway (QW58)	Local Link							2021/22>
RDIIP RAD3: Pedestrian and cycle connections: improvements between Royal Albert Dock and Beckton	EW018 Strait Road; EW019 NCR13	Local Link						EZ	2019-23
RDIIP RDW09: Bridge network to connect the Royal Docks to Tower Hamlets	EW019 NCR13; EW022 Thames Path; NS001 Leaway	Major Link						EZ	2019-23
RDIIP RDW14: Package of local connections to support walking, cycling and public realm	EW (14, 15, 16, 17, 19, 20, 21, 22); NS (01, 05, 06, 07, 07, 09, 10)	63	26-79					EZ	2019-23
RDIIP RDW16: Royal Docks Streetscape capital delivery budget	EW022 Thames Path; EW017 Beckton Corridor; EW015 Mitchell Way; NS008 B109 Corridor	63	26-79					EZ	2019-23
RDIIP RDW14: EW014 Cycle Superhighway 3 Upgrade (Royal Docks)	EW014 Cycle Superhighway 3	5.9	74-75					EZ	2024/25
RDIIP RDW14: EW015 Mitchell Way (Royal Docks)	EW015 Mitchell Way	3.9	39-53					EZ	2024/25
RDIIP RDW14: EW016 Residential Street (Royal Docks)	EW016 Residential Street	2.8	35-48					EZ	2024/25
RDIIP RDW14: EW017 Beckton Corridor (Royal Docks)	EW017 Beckton Corridor	5.4	32-72					EZ	2024/25
RDIIP RDW14: EW018 Strait Road (Royal Docks)	EW018 Strait Road	3.4	65-79					EZ	2024/25
RDIIP RDW14: EW019 NCR13 Upgrade (Royal Docks)	EW019 NCR13	5.9	32-78					EZ	2024/25
RDIIP RDW14: EW020 Docklands South (Royal Docks)	EW020 Docklands South	3.9	42-64					EZ	2024/25
RDIIP RDW14: EW021 North Woolwich Road (Royal Docks)	EW021 North Woolwich Road	3.0	50-64					EZ	2024/25
RDIIP RDW14: EW022 Thames Path (Royal Docks)	EW022 Thames Path	10.3	42					EZ	2024/25
RDIIP RDW14: NS005 Greenway-Thames Barrier (Part Royal Docks)	NS005 Greenway-Thames Barrier	2.2	35-51					EZ	2024/25
RDIIP RDW14: NS006 A112 Corridor (Part Royal Docks)	NS006 A112 Corridor	2	26-69					EZ	2024/25
RDIIP RDW14: NS008 B109 Corridor Route (Part Royal Docks)	NS008 B109 Corridor	1.1	33-72					EZ	2024/25
RDIIP RDW14: NS009 A117 Corridor (Part Royal Docks)	NS009 A117 Corridor	3.4	36-68					EZ	2024/25
RDIIP RDW14: NS010 Manor Park-Gallions Reach (Part Royal Docks)	NS010 Manor Park-Gallions Reach	2.2	31-72					EZ	2024/25
Roding Bridge Link: EW007 Stadium to Roding	EW007 Stadium to Roding (QW119)	6.8	31-81					TfL/Other	2024/25
Roding Bridge Link: EW008 West Ham Park-Plashet Park	EW008 West Ham Park-Plashet Park	3	48-50					TfL/Other	2024/25
Roding Bridge Link: EW009 Stratford to East Ham	EW009 Stratford to East Ham	4.1	29-77					TfL/Other	2024/25
Roding Bridge Link: EW010 Plaistow to East Ham	EW010 Plaistow to East Ham (QW393)	4.4	42-54					TfL/Other	2024/25
NS002 Temple Mills-Three Mills	NS002 Temple Mills-Three Mills	3.5	37-81					TfL/Other	
NS003 Channelsea-Twelvevrees Route Feasibility	NS003 Channelsea-Twelvevrees	2.6	42-70					TfL/Other	
NS004 N-S DLR Parallel Route Feasibility	NS004 N-S DLR Parallel	4.1	42-87					TfL/Other	
NS005 Greenway-Thames Barrier Route Feasibility (North of A13/Royal Docks)	NS005 Greenway-Thames Barrier	1.1	35-51					TfL/Other	
NS008 B109 Corridor Route Feasibility (North of A13/Royal Docks)	NS008 B109 Corridor	4.8	33-72					TfL/Other	
NS010 Manor Park-Gallions Reach Route Feasibility (North of A13/Royal Docks)	NS010 Manor Park-Gallions Reach	4.1	31-72					TfL/Other	
		219.9							

Figure 15 - LBN Cycling Levels of Service - Short Term Programme



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Figure 16 - LBN Cycling Levels of Service - Effect of Short Term Programme

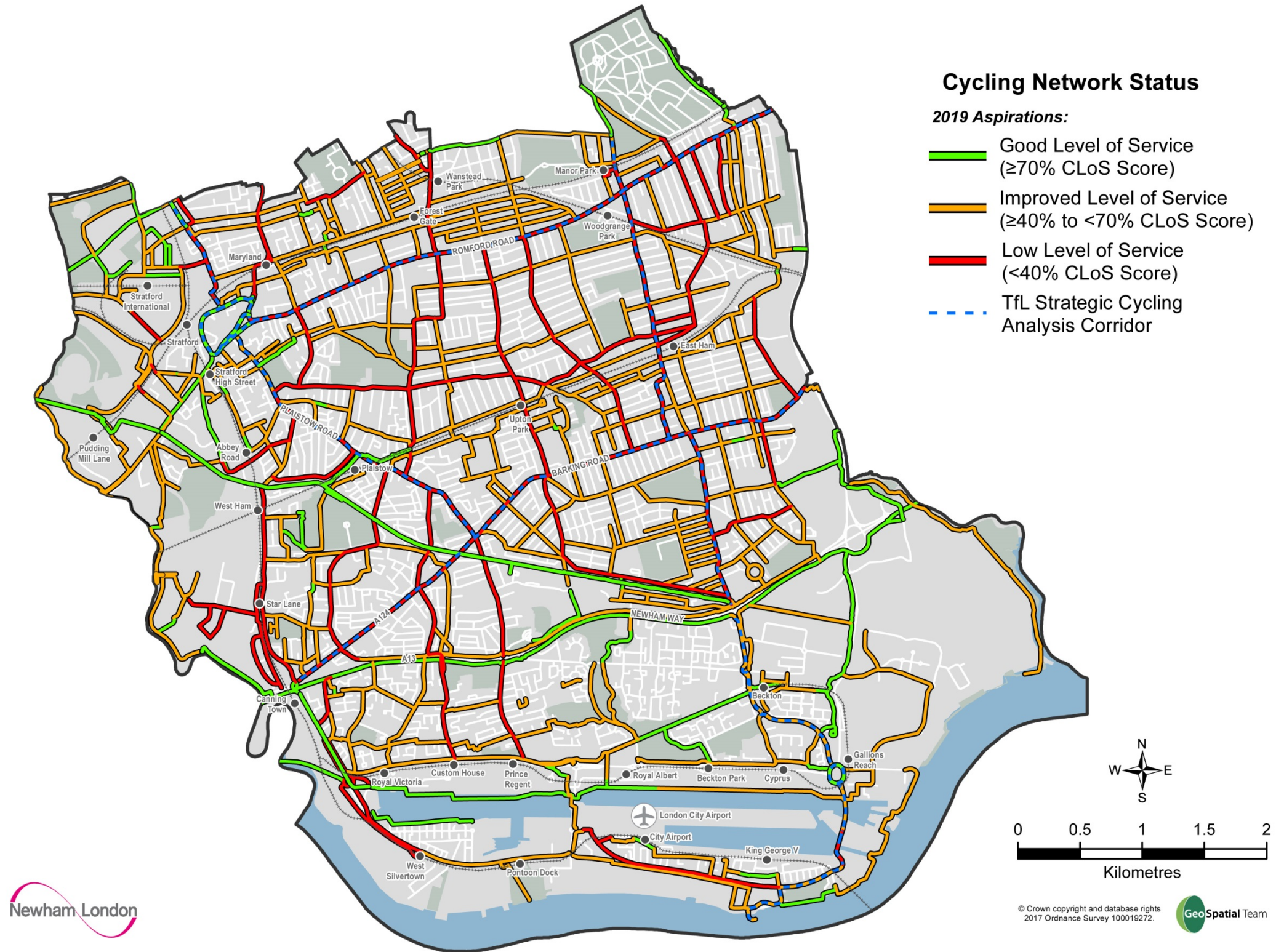
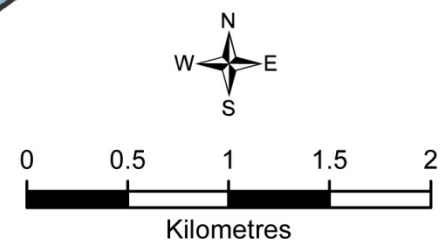
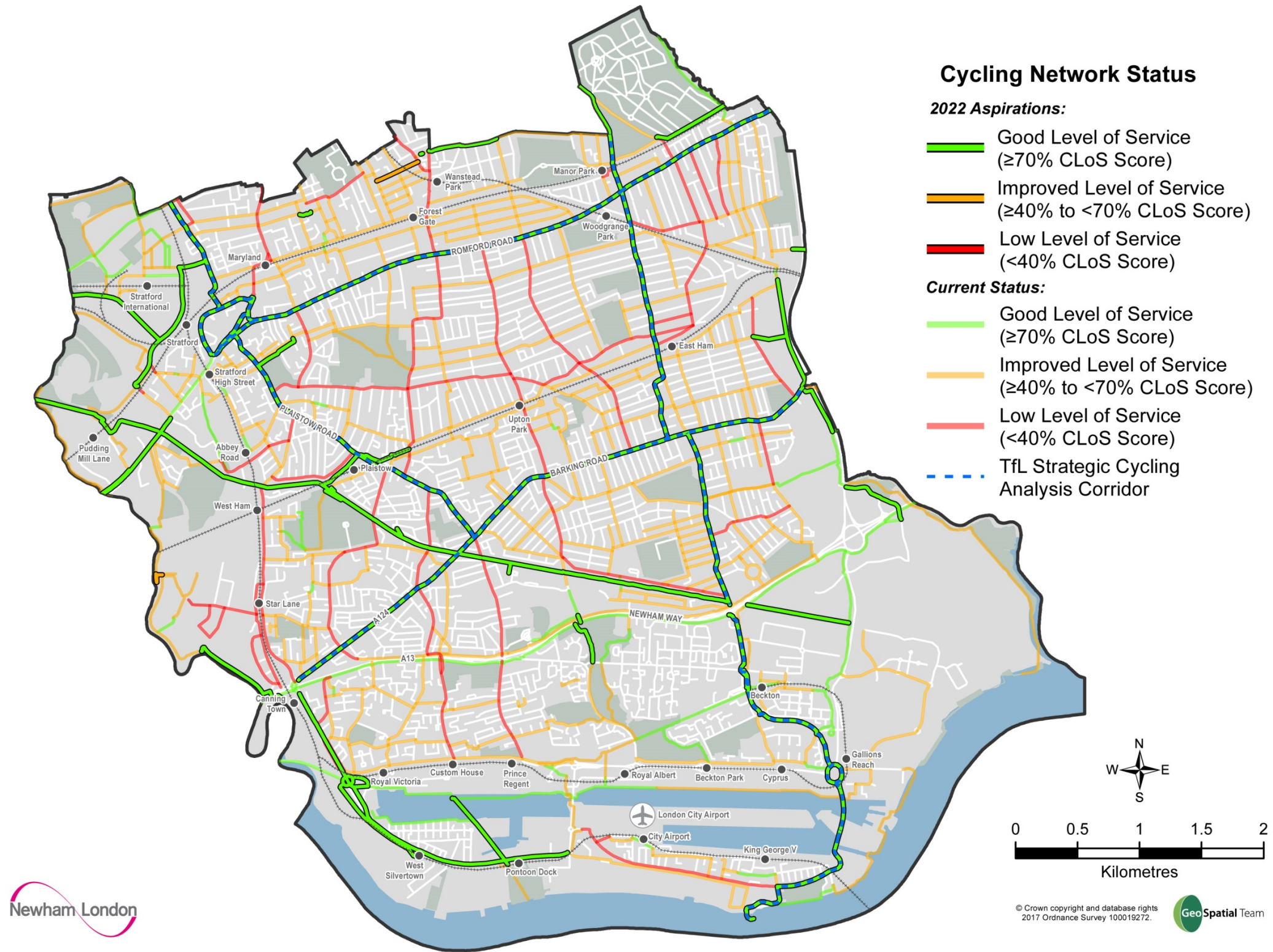


Figure 17 - LBN Cycling Levels of Service - Medium Term Programme



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Figure 18 - LBN Cycling Levels of Service - Effect of Medium Term Programme

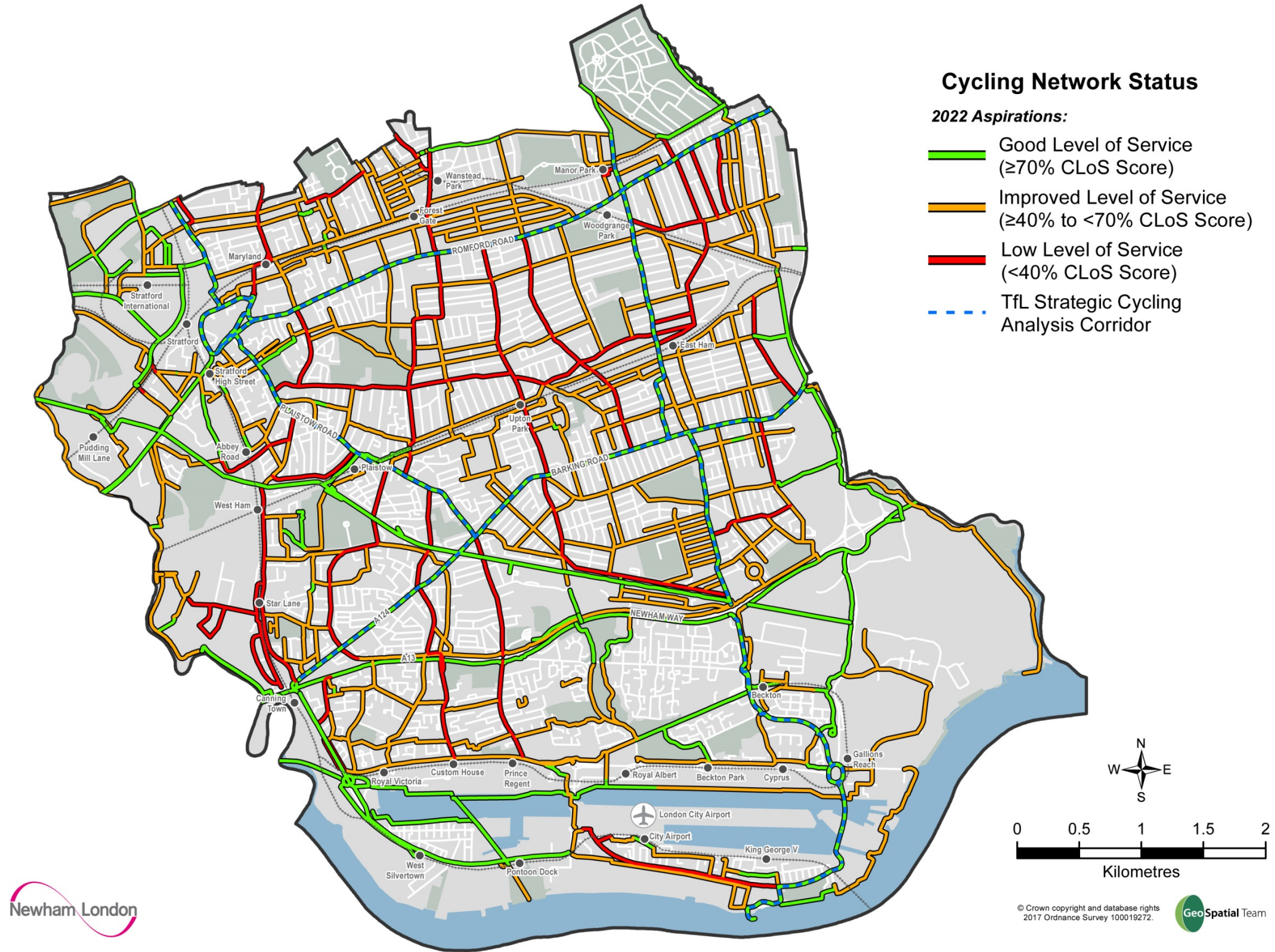


Figure 19 - LBN Cycling Levels of Service - Long Term Programme

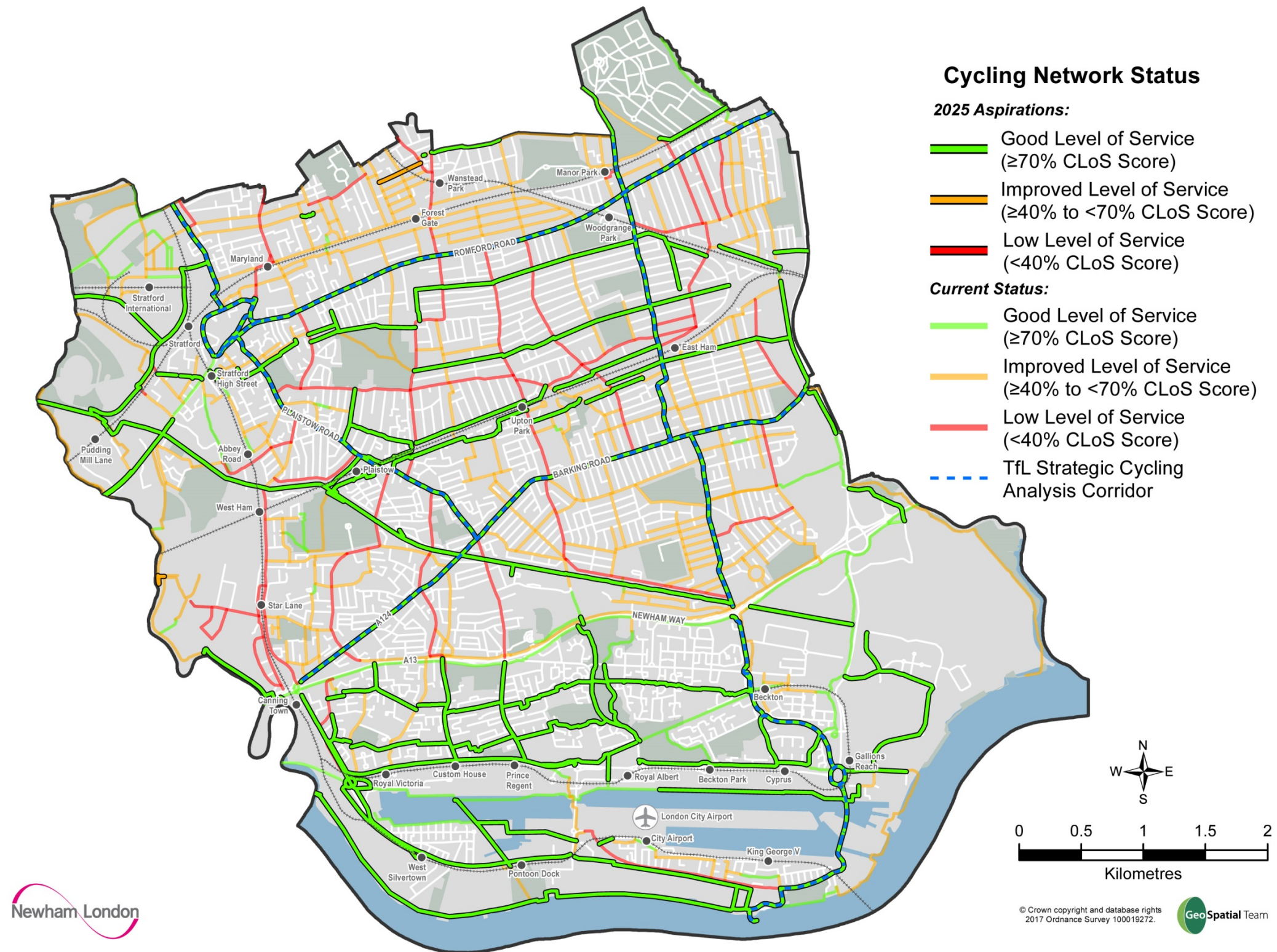
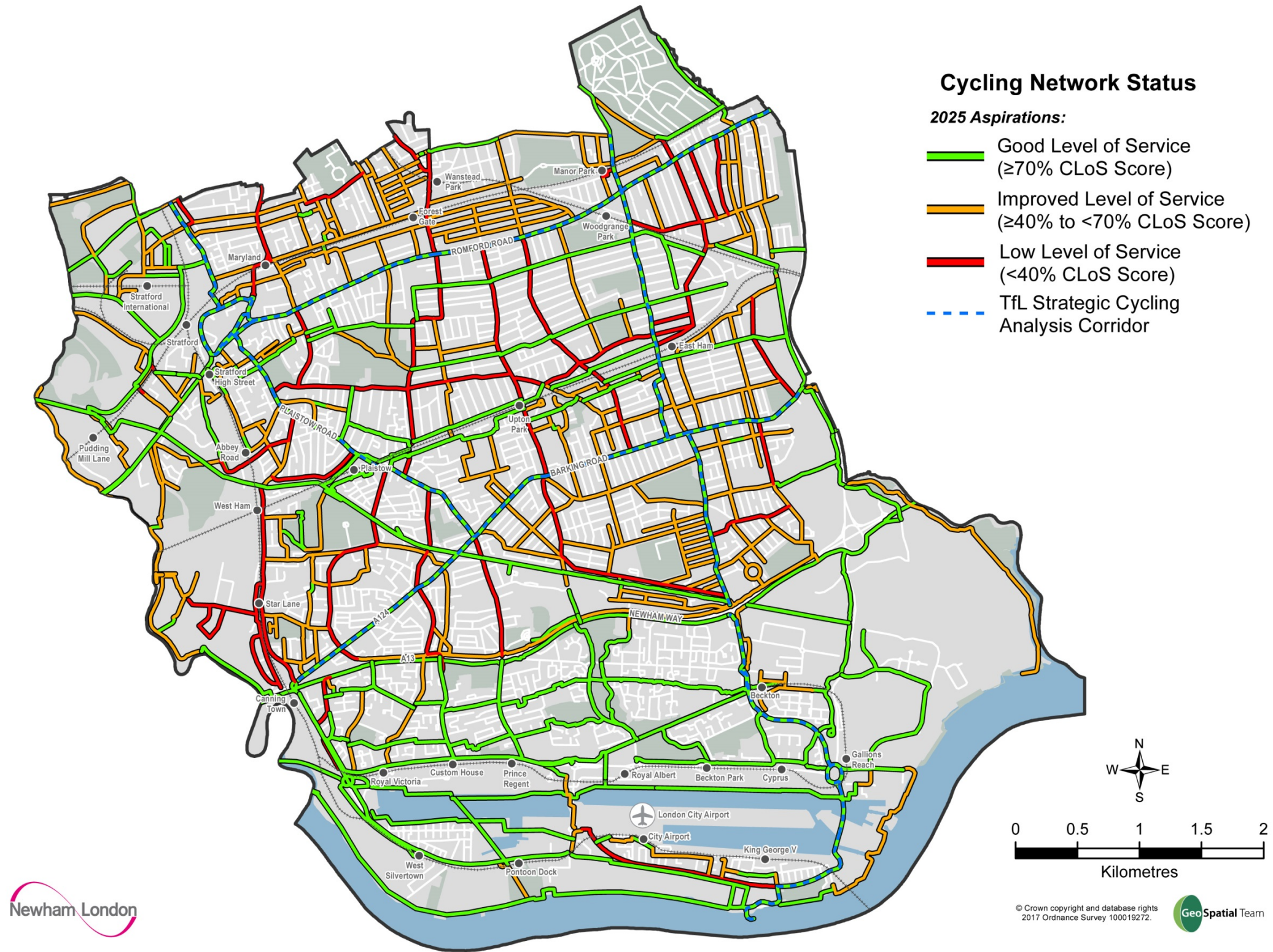


Figure 20 - LBN Cycling Levels of Service - Effect of Long Term Programme



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Objective 2 - Provide the education to cycle

ACTIONS:

Ref	Action	Timescale
02-01	Continue to provide National Standard cycle training (' Bikeability ') at schools	Annual, Ongoing
02-02	Explore methods for increasing the proportion of school students trained towards 'Every Child a Cyclist'	2017/18 – 2020/21
02-03	Continue to provide National Standard cycle training to adults and families on demand, including route planning and guided rides to work and other destinations.	Annual, Ongoing
02-04	Continue to promote and facilitate cycling in school communities through the School Travel Plan programme, including the Sustrans 'Bike-It' project	2017/18

Cycle Training

The aim of National Standard cycle training is to teach the control skills and awareness of the risks faced by cycling on-road (DfT, 2016), with evidence suggesting that children undertaking training have a greater ability to perceive hazards and reduce their risk (Hodgson and Worth, 2015).

In recent monitoring by Transport for London, there was an increase in people cycling to work and for leisure and other purposes after participating in training; three months after the session 40% had started commuting by bike (TfL, 2016a).

The London Borough of Newham has delivered National Standard cycle training (also known as 'Bikeability') to school children, families, and adults since 2006.

Outcomes from the most recent three financial years are shown below.

Figure 21 - Cycle Training Outcomes 2013/14 - 2015/16

Financial Year	2013/14	2014/15	2015/16
Schools Training Numbers	948	1513	1588
Level 1	341	675	735
Level 1 All	718	1212	1253
Level 1 and 2	377	537	518
Level 2 All	377	537	518
Level 1 and 2 and 3	0	0	0
DNF Level 1	230	301	335
Schools	34	56	43
School Roll (Census, State)	56474	57689	59810
Percentage Trained	2%	3%	3%
Year 5 Cohort (Typical Year Trained)	4168	4541	4491
Percentage Trained	23%	33%	35%
Adults Training Numbers	297	317	306
Level 1 Only	51	68	70
Level 1 All	116	131	132
Level 1 and 2	44	40	36
Level 2 All	65	63	62
Level 1 and 2 and 3	21	23	26
DNF Level 1	181	186	174
Instructor/Maintenance Spaces	0	1	0
Safer Urban Driving CPC Delivered	0	132	116
Total Trained	1245	1963	2010
Public Events	18	6	13
Bikes Safety Checked/Serviced	697	990	913

With increased funding from Transport for London through the Borough Cycling Programme as part of the Mayor of London's Vision for Cycling (2013) the proportion of the school year-group cohort trained has increased from 23% in 2013/14 to 35% in 2015/16. However, with an increased school population, providing training to every child remains a significant challenge both in terms of funding and delivery, considering cycling is not part of standard curriculum and requires pro-active support and accommodation within busy school timetables. Without inclusion on National Curriculum, achieving an 'Every Child a Cyclist' programme will require the full cooperation and partnership with schools, community groups and other organisations. However, LBN has strong recent experience in delivering universal provision through the innovative '[Every Child](#)' programme, including Free School Meals, Every Child a Musician and the Newham Reading Guarantee.

Training for adults and families outside of school remains extremely popular, particularly with under-represented groups from cycling in the general population. The most common group of adults undertaking training in Newham are women from BME communities who are complete beginners. This potentially represents good value as a public health intervention alone with cycle training often representing the only moderate form of physical activity undertaken by these trainees. The biggest public health benefits are likely to accrue to the large part of the population that currently undertake no physical activity to starting at least some, and active travel is likely to be the main way many people in London meet their physical activity needs because it is easily incorporated into their daily routine (TfL, 2014a).

The full potential for transport cycling as a form of physical activity is however largely unrealised. Progression from learning to cycle for the first time as part of the cycle training programme to making regular journeys by cycling remains relatively low with the key barrier being a road environment that is still too intimidating and other factors such as low bicycle ownership. Progression to starting to make regular journeys by cycling for those undertaking level 2 and 3 training is higher and contributes to the increasing cycling mode share, however public health benefits may be lower as many at this level are already physically active.

School Travel Plan Programme

The population of school students in Newham (60,000), along with staff and parents, represent a hugely significant proportion of the population and total travel in the borough.

As the highway authority, LBN has been working with Newham schools to develop school travel plans since 2004. The purpose has been to take a holistic view of travel to the school, identifying existing patterns and running initiatives to promote sustainable travel (including cycling) and reduce the impact of the motorised 'school run' by students, parents, and staff.

Figure 20 shows mode of travel to school data for Newham students for the past three academic years (2013/14 to 2015/16). Within this period, cycling to school has increased from 1.9% to 2.3% of journeys, matching the current recorded cycling mode share for all borough trips as discussed earlier. This is in the context of approximately 80% of all trips to school being made by sustainable modes (walking, cycling, and public transport).

Figure 22 - Mode of travel to school 2013/14 - 2015/16

	2013/14		2014/15		2015/16		Change (3 Yrs)
	Count	%	Count	%	Count	%	
Car (not sharing)	3948	14.4%	4270	15.1%	4303	14.3%	-0.1%
Car Share	550	2.0%	479	1.7%	666	2.2%	0.2%
Park and Walk	877	3.2%	956	3.4%	1181	3.9%	0.7%
Rail	555	2.0%	870	3.1%	1000	3.3%	1.3%
Bus	4198	15.3%	4042	14.3%	4372	14.5%	-0.8%
Bike	529	1.9%	633	2.2%	695	2.3%	0.4%
Walk	16792	61.2%	17072	60.3%	17919	59.5%	-1.7%
Other	5	0.0%	4	0.0%	1	0.0%	0.0%
Car	3948	14.4%	4270	15.1%	4303	14.3%	-0.1%
Car Share + Park and Walk	1427	5.2%	1435	5.1%	1847	6.1%	0.9%
All Car Modes	5375	19.6%	5705	20.1%	6150	20.4%	0.8%
Public Transport (Rail+Bus)	4753	17.3%	4912	17.3%	5372	17.8%	0.5%
Active Transport (Walk+Cycle)	17321	63.1%	17705	62.5%	18614	61.8%	-1.3%
All Sustainable Modes (PT+AT)	22074	80.4%	22617	79.8%	23986	79.6%	-0.8%
Total responses	27454		28326		30137		
Total students (School Census)	56474		57869		59810		
Whole borough sample	49%		49%		50%		
No of Schools surveyed	54		53		57		
Sample of Schools	52%		51%		55%		

Sustrans 'Bike-It' Project

Acknowledging the barriers that parents face in allowing children to cycle to school (not least the low cycling mode share amongst adults themselves), the Sustrans 'Bike-It' project 2014-2017 has been working with groups of Newham schools intensively to break down these barriers and get whole school communities cycling.

By the end of the first year of the project (the 2014/15 academic year) the number of pupils regularly cycling to school in the 11 intensively engaged (first year of project) Newham schools increased from 3% to 15%. In addition, tailored projects for under-represented groups, such as the 'Girls on Bikes' project saw regular cycling amongst the targeted pupils rise from 0% to 7% (Sustrans, 2015).

Objective 3 - Improve access to, and maintenance of, cycles

ACTIONS:

Ref	Action	Timescale
03-01	Increase opportunities to hire a cycle in Newham	2017/18
03-02	Continue to run a series of free basic cycle check and repair events, pilot a subsidised basic maintenance course for residents, and formalise the re-use and recycling of abandoned and donated cycles in partnership with the East London Waste Authority	Annual, Ongoing
03-03	Continue to participate in the Government 'CycleScheme' for all Newham employees to access reduced cost cycles	Annual, Ongoing

The London Travel Demand Survey suggests Newham residents have amongst the lowest levels of households with access to bicycles (31% in 2012-2015).

Whilst the environment for cycling itself is likely to be the biggest factor in whether people start and continue to cycle, access to, and maintenance of, cycles also represents a barrier to increased levels of cycling. LBN can help address these barriers in the following ways.

Cycle Hire

TfL Cycle Hire

The first six TfL Cycle Hire ('Santander Cycles') docking stations (with 234 docking points) in Newham were installed and opened in 2016, expanding the scheme eastwards from the London Boroughs of Tower Hamlets and Hackney to the Queen Elizabeth Olympic Park

In addition, LBN and TfL officers have identified further locations for docking stations expanding east in to Stratford. LBN officers are currently working with TfL to identify and secure the necessary funding to implement this expansion.

LBN will continue to utilise the planning system, in partnership with Transport for London, to support the safeguarding of areas for future TfL Cycle Hire expansion, and lobby Transport for London to allocate funding to implement an expansion of docking stations across the borough.

TfL Cycle Hire, whilst extremely popular, relies on a dense network of docking stations (approximately every 400m), and the cost structure operates best for short trips and timescales. As such, additional alternative forms of cycle hire offer an opportunity to not only extend access to cycles to more of Newham's population, but also cater for longer-term rental.

Other hire

One potential system is to utilise compact banks of folding bikes for an affordable day-rate. Due to the convenience of a folding mechanism, this system also addresses lack of space or storage at home

and end destinations and allows combined trips with public transport to expand the number of cycleable trips.

LBN is in discussion with possible partners to pilot the introduction of this system at key transport interchanges.

Newham recognises the rapidly evolving cycle hire market and the emergence of the dockless model and the Council is keen to exploit the benefits to the borough of a dockless hire presence. To this end, the Council has selected a dockless hire operator partner to operate a pilot scheme in 2018. Subject to the outcome of the pilot the Council intends to then procure a borough-wide partner for a more significant term. Other hire opportunities, such as cargo and electric bicycles, will be explored further and their potential benefits and viability evaluated for the borough.

Cycle Loan Scheme

As currently offered successfully in several other London boroughs there is an opportunity to run a low-cost cycle loan scheme for Newham residents. This involves users renting a cycle (with all accessories needed) for a small fee for 4 weeks. At the end of the 4 week period users can either return the cycle or purchase it at a subsidised rate. This scheme can be co-ordinated with the successful cycle training programme to increase the likelihood that users can make regular cycling trips with confidence and low risk. There is also potential for the scheme to offer non-standard cycle such as cargo bikes to enable a wider range of journeys carrying people and goods.

While the emergence of dockless cycle hire may lessen the need for cycle loan schemes in the future, the Council considers there may still be a role for a longer term loan scheme for targeted users and their specific needs, for example to support businesses and local trading organisations.

Cycle Maintenance

Free bicycle checks and basic repairs have been offered to residents and to schools. These help to reduce the risk of un-roadworthy cycles being used and also increase participation in cycle training courses for both adults, families and school children.

Cycle training participants have also expressed interest in basic cycle maintenance classes. These have the potential to equip residents with the skills needed to prevent and resolve basic mechanical problems and keep making cycling trips. There is potential for piloting the delivery of basic cycle maintenance courses through a partnership of local mechanics, and for these to link to further vocational skills. This could be integrated with the re-use and recycling of abandoned and donated cycles through the East London Waste Authority.

The Council has secured, from its dockless cycle hire provider, commitments to local employment in relation to maintenance and operation of the scheme, which may present additional opportunities for local residents.

Continue to participate in the Government 'CycleScheme' for all Newham employees to access reduced cost cycles

LB Newham, as an employer, has participated in the Government 'Cycle Scheme' since 2010, enabling employees to purchase a new cycle with significant savings through the tax system.

Objective 4 - Improve enforcement and security for cycling

ACTIONS:

Ref	Action	Timescale
04-01	Continue to install on-street and residential cycle parking to meet existing and expected demand	Annual, Ongoing
04-02	Continue to work in partnership and support the Metropolitan Police in: <ul style="list-style-type: none"> ○ Security marking bicycles at regular events ○ Enforcement operations targeting all road user behaviour ○ Piloting Community Roadwatch where demand exists 	Annual, Ongoing
04-03	Pilot a ranger scheme for the Newham Greenway to increase natural surveillance	2017/18

Cycle Storage

On-street cycle parking

As of 2016 Newham has 1428 on-street cycle parking spaces and continues to install spaces to cater for existing and expected demand. Additional spaces can be requested via www.urbancycleparking.org.uk.

Secure residential storage

In accordance with the London Plan, all new developments in Newham require a proportion of secure, convenient and accessible cycle parking for residents, in addition to spaces for visitors and employees, ideally within the space of the development.

Since 2012/13 LB Newham has also been retrofitting secure residential cycle storage, with 366 spaces installed. This has initially focused on medium and high density residential developments where the storage of bicycles is most difficult and where existing storage in communal hallways represents a health and safety risk. In 2016, the first on-highway secure residential cycle hangar in Newham is being installed and multiple other locations consulted, following requests from residents. Users rent a space for a yearly fee and then have a key to a local hangar shared by six residents. Requests for secure storage can be made by contacting cycle.training@newham.gov.uk.

LB Newham will continue to install on-street and secure residential cycle parking subject to funding from Transport for London.

Enforcement

Security marking

LB Newham has been working with partners at the Metropolitan Police to increase the number of cycles that are security marked and registered to deter theft and enable recovered cycles to be more easily returned to owners. Since 2012, 1,833 bikes have been marked and registered through the Newham Safer Transport Team.

Operation Safeway and Cubo

LB Newham supports the Metropolitan Police in enforcement efforts targeted at improving behaviour and making streets safer for all road users. This includes Operation Cubo where the police use technology such as Automatic Number Plate Recognition (ANPR) with data from the (MIB) Motor Insurers' Bureau to seize vehicles from uninsured drivers. Since 2005 the police across Great Britain have seized 1.5 million vehicles nationally for uninsured driving as of July 2016 (MIB, 2016a). Between 2009-2011, two Newham postcodes (E7 and E12) were in the top 10 worst London postcodes areas for uninsured driving (MIB, 2016b), with data for the sub-region showing that east London may still have the highest percentage of vehicles that are uninsured in the UK (13.4%) (The Guardian, 2016), highlighting the need for continued enforcement and partnership working.

Operation Safeway saw 600 officers at 166 junctions across London targeting traffic offences by all road users, including cyclists. In the first year of this operation (2013) 13,800 drivers and cyclists were issued with fines (BBC, 2015). In addition, Newham-funded officers supported the introduction and enforcement of a Public Space Protection Order (PSPO) in the Beckton area to prevent local roads being used as illegal race tracks and protect local road users.

Community Roadwatch

Community Roadwatch gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are be issued where appropriate, and the information can help to inform the future activity of local police teams (TfL, 2016b).

LB Newham will assess demand for a Community Roadwatch via local Community Neighbourhoods and where demand exists, pilot an initial project in partnership with the local Metropolitan Police Safer Transport Team.

Ranger Scheme

Organisations such as the Canals and Rivers Trust and Sustrans run 'ranger' schemes where volunteers help add more 'eyes and ears' to the cycling network, particularly off-highway routes, to report issues, talk to the public and help with maintenance. There is potential for this to be replicated in Newham, particularly for the Newham Greenway, to supplement the investment in security and safety through the installation of lighting and CCTV and help increase natural surveillance.

Objective 5 - Normalise cycling in Newham and inspire more residents to cycle

ACTIONS:

Ref	Action	Timescale
05-01	Continue to support British Cycling, Newham Cyclists, and other organisations in the programming of led cycling rides for a wide range of abilities, including the use of new infrastructure and routes when opened	Annual, Ongoing
05-02	Participate in the annual workplace National Cycling Challenge, with supported access to cycle training and Cyclescheme for employees	Annual
05-03	Ensure Council-run facilities and events have good levels of cycle parking and marketing materials actively promoting sustainable travel (including cycling) for employees and visitors	2017/18 – 2020/21
05-04	Include case studies of a wide range of people who cycle, or have started to cycle, in Newham publications, linked to the existing and planned cycling infrastructure and investment	Ongoing
05-05	Invite a local Councillor from each Community Neighbourhood to become a walking and cycling champion for their local area	Ongoing
05-06	Continue to provide pool bicycles for LBN employees and pilot the use of cycles for routine Council officer activities including enforcement patrols	

Evidence suggests that countries with higher levels of cycling also have a more representative range of people cycling in terms of gender and age (Pucher and Buehler, 2008) and that while preference for infrastructure separated from high volume and speed motor traffic are expressed by all genders, it is expressed more strongly by women and older people (Aldred et al., 2017).

As such, the primary focus of making cycling a normal choice for a wider range of people in Newham is investment in a better cycling environment as detailed in Objective 1.

However, as new facilities are introduced there is potential for supporting polices and programmes to both increase the use of this infrastructure and introduce new people to cycling, often in a social and recreational way, who then may have a better chance of starting to cycle for everyday trips.

Led rides and events

Guided and group rides can provide a social, supported introduction to cycling whilst expanding people's horizons of the types of distances and destinations reachable by bike, and also bring people to the area boosting the visitor economy.

Since 2014/15, British Cycling have organised a series of free [Sky Ride Local](#) guided rides in and around the borough as part of a pan London programme of group and guided rides with Transport for London under the national [Sky Ride](#) campaign. This includes a platform for connecting and riding

with others socially through [Ride Social](#) and women specific rides through the [Breeze](#) programme. LB Newham will continue to work with British Cycling and Transport for London to promote these programmes.

Newham Cyclists, the local branch of the London Cycling Campaign, also organise a regular series of led rides throughout the year. These vary from local, mostly off-road leisurely rides in the local area suitable for families and learners to rides around country lanes of about 30 miles for more confident cyclists. Rides appear on the [Newham Cyclists website](#) calendar, generally monthly, throughout the year.

LB Newham will continue to work with British Cycling, Newham Cyclists and other organisations to promote these programmes.

Links between cycling for transport, recreation & wellbeing, and sport

LB Newham will continue to work with partners, including Active Newham, British Cycling, and the Lee Valley Regional Park Authority to foster reciprocal links between cycling for transport, recreation, and sport.

This includes the cross-promotion of LBN, TfL, and other partner initiatives such as the creation and development of local cycling clubs and links to recreational and competitive cycling, and the use of technology to incentivise and gamify cycling amongst the community such as the recent example of the Newham 'Million Miles' challenge.

Workplace Challenges

LB Newham will continue to participate in the [National Cycling Challenge](#), where employees and employers log their cycling miles in a bid to win prizes, whilst also encouraging the uptake of cycle training.

Council-run Facilities and Events

The Council has provided cycle parking, combined with free safety checks and security marking, at the Mayor's Newham Show since 2014.

LB Newham will ensure that Council-run facilities and events have good levels of cycle parking (and other facilities), and that marketing materials actively promote sustainable travel (including cycling) for employees and visitors.

Cycling Champions

LB Newham's Council publications will showcase a wide range of residents, workers, and visitors reaping the health, economic and environmental benefits from starting cycling, with up-to-date information on existing and new routes and programmes.

In addition, a local Councillor from each Community Neighbourhood will be invited to become a walking and cycling champion for their area. This will involve regular engagement on the issues facing residents walking and cycling in their area and the potential for infrastructure and supporting programmes to [support the Healthy Streets Approach](#) and [improve streets and](#) neighbourhoods.

Cycling for LBN activities

LB Newham will continue the availability of pool bicycles for employees and will pilot the use of cycles for routine activities including enforcement patrols.

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