

# MAYOR OF LONDON

Caroline Russell AM  
London-wide Assembly Member  
City Hall  
Kamal Chunchie Way  
E16 1ZE

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Dear Caroline,

Thank you for writing to me regarding the closure of the Greenway in east London. I am responding on behalf of myself and the Commissioner of Transport for London (TfL), Andy Lord.

You will know the overarching goal of the Mayor's Transport Strategy (MTS) is that by 2041, 80 per cent of journeys are to be made by walking, cycling and public transport.

TfL's Cycling Action Plan 2 is one of the action plans created to support the MTS. The plan shows an evidence-based approach to broaden the appeal of cycling to a wide range of Londoners and increase cycling levels by a third by 2030.

The Cycleway network has expanded from 90km of cycle routes in 2016 to over 400km by 2024. TfL is continuing this work and plans to expand it further so that 40 per cent of Londoners live within 400m of a Cycleway by 2030. Delivery to-date and policies to further expand the network show the Mayor of London and TfL's continued commitment to a cohesive and integrated cycle network.

# MAYOR OF LONDON

A partial closure of Cycleway 22 on the Greenway to people walking, wheeling and cycling is currently in place due to ongoing works by Thames Water. The Greenway is the responsibility of the London Borough of Newham (LB Newham); however, TfL has been engaging with the borough to support the delivery of a suitable and safe alternative cycle route while Thames Water carry out these essential repair works to the Northern Outfall Sewer.

LB Newham has identified two possible options. The first route, via Abbey Road and the Channel Sea river path, proposes an extension of the Southern Footway alongside other traffic management measures. The second is via Hubbard Street, Mortham Street and Bridge Road and, although a longer route, would increase the level of safety for cyclists. Both routes would provide a segregated path for the Greenway users and would be an upgrade to the current cycle network.

LB Newham is currently in the process of engaging with various stakeholders on the above options, as well as collecting relevant data to ensure any diversion route offers the required quality of service and is safe and appropriate for use. TfL is also supporting the borough with the modelling for the Abbey Road option and assessing the costs and benefits for permanent upgrades versus a temporary solution, with consideration for speed of delivery.

Despite there being no formal memorandum of understanding, Thames Water has been actively working with LB Newham to provide all information requested and sharing as much as possible with the wider public and its partners. Information on the Greenway Closure is published on Thames Water's website titled Manor Road Bridge Improvements. The Greenway, being a permissible path, is not owned by LB Newham. Therefore, it would be difficult to impose any formal rules on its closure especially when essential works are required.

TfL has always expressed the importance of the Greenway for cyclists and keeping the impact of the closure to a minimum. It is invested in providing a safe diversion route for all cyclists affected by the part closure of Cycleway 22 and is working with LB Newham to implement a safe alternative route as soon as possible.

In reference to the Temporary Traffic Management Handbook and London Cycle Design Standards, while there are no immediate plans to update these documents the Handbook already includes some guidance in managing disruption to cycling and walking routes for the TfL Road Network (TLRN) that could be useful, and TfL will explore how best to provide any additional guidance on this.

Regarding making agreements upfront with landowners, private license agreements are a way for local authorities to formalise negotiated terms of use and expected notice periods for planned closures. A cycle track can be created through a permissive agreement between the local authority and the landowner.

# MAYOR OF LONDON

With regard to the role of the Mayor's Infrastructure Coordination Service, the Mayor has a commitment to reducing disruption to London's road network, including for cyclists and pedestrians. Part of the Mayor's work to support a successful reduction in the frequency of streetworks is undertaken through the GLA's Infrastructure Coordination Service (ICS), which was established to improve the planning and delivery of infrastructure.

The ICS has spearheaded efforts to deploy the 'Dig-Once' Approach by partnering very closely with works promoters – utility companies and contractors – as well as highway authorities – London boroughs and TfL. Further efforts are under way to scale this approach across the wider streetworks sector. These works benefit all road users by reducing disruption.

TfL will continue to engage with LB Newham on this to ensure safe cycle infrastructure is implemented. I have asked TfL to keep you updated.

Best wishes,

Will



**Will Norman**  
Walking & Cycling Commissioner