

Ongoing safety concerns for people walking and cycling related to the closure and diversions of the Greenway in east London

Image of Caroline Russell Green AM

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6 August 2025

Dear Chris and Rokhsana,

Ongoing safety concerns for people walking and cycling related to the closure and diversions of the Greenway in east London

I am writing to you again to raise concerns about the ongoing and worsening impacts of the closure of the Greenway to people walking, wheeling and cycling in East London, which I first brought up with you in a [letter](#) sent on 21 February 2025.

Newham Cycling Campaign (NCC) has contacted me again about this (copying in Will Norman), while on social media they continue to highlight issues relating to the closure, with particular emphasis on the consequent increase in road danger.

In its latest email, NCC says that closure of a key pedestrian/cycle crossing and a large section of the protected Transport for London (TfL) Cycleway 2 has resulted in people riding westbound in the road in front of heavy traffic. They argue the layout is unacceptably dangerous and they are concerned about the arrangements when children return to school next month.

They also note that Thames Water intends to close the Manor Road to Upper Road section of the Greenway from October onwards, which they maintain is insufficient time for Newham Council and stakeholders to provide safe alternative routes. They point out the suggested alternative via Bridge Road has still not been signposted after nine months.

They also highlight that the temporary closure of the Greenway will last at least four years, and the lack of safe, alternative route ignores the importance of this key transport corridor for local people.

 **Newham Cyclists**
@newhamcyclists.uk

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Update from Monday: the only changes to the Cycleway 2 roadworks on High Street... were made by Mother Nature. ↩️ Thames Water still haven't made any meaningful changes to this death trap.

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Thames Water's closure of TfL Cycleway 2 on Stratford High Street (and even more of the #Greenway) this week is shockingly dangerous. We have written to them to demand it is fixed before children return to school in September. newhamcyclists.uk/letter-to-th...



It is not acceptable to have these key cycleways closed for so long, and with such poor, unsafe and badly signposted diversions provided.

I recently published a report [Changing the Narrative – Ending the acceptance of Road Death in London](#), with recommendations to TfL and the Mayor on how to achieve Vision Zero, the policy that no one is killed or seriously injured on London's roads by 2041. This report is currently with TfL for response.

In the report I make the point that roadworks diversions need to be people centred, rather than being designed primarily for the convenience of people in motor vehicles. All too often, it appears that convenient, safe walking and cycling routes are not a high priority when civil engineering projects are undertaken. Diversions for roadworks can have a disproportionate impact on cycleways as cycle infrastructure often depends on a fragmented network that is vulnerable to the loss of individual links within it. The Greenway is a prime example of this because, as I highlighted in my report, diversions are not at the same standard as the closed cycleway thereby compromising the quality and safety of the route for the duration.

The recommendations I made in my report are that:

- diversion routes for walking and cycling are planned with participation by TfL, the relevant borough and any other public body involved. There should be contingencies for long-term closures, such as increasing the density of the cycle network to provide high-quality nearby alternative routes. TfL should also update their guidance on diversions to include off-road routes like the Greenway and consider how lane rental

and infrastructure coordination approaches can be used to support Vision Zero.

- people installing and signing off on temporary diversion works have accessibility and Vision Zero training so they understand the TfL guidance and how important it is that signage for roadworks is designed and positioned for the safety, comfort and amenity of people walking, wheeling and cycling, especially children, older and disabled people, and not just for people driving past in vehicles.

I remain deeply concerned by the diversions to the Greenway being implemented while works to the pipeline underneath are carried out, and I am seeking reassurance from you both that you will act swiftly in response to the safety and access issues raised by Newham residents.

I look forward to hearing from you.

Yours sincerely,

Caroline Russell

Green Party Member of the London Assembly

Sent to

Chris Weston, CEO, Thames Water

Rokhsana Fiaz, Mayor, Newham Council

cc Sadiq Khan, Mayor of London

Andy Lord, Commissioner, Transport for London

Will Norman, Walking and Cycling Commissioner