

## **Cycling in Newham**

### **Background**

Newham has lagged behind other boroughs in reducing traffic accidents and public health.<sup>1</sup>

Newham has also been recognised as an area having high potential for cycling but low actual cycling.<sup>2</sup> Indeed 4 out of the 20 “Top Potential Connections” for the whole of London, recommended for further study by Transport for London’s Strategic Cycling Analysis (p53) are in Newham alone.<sup>3</sup>

The most recent strategic cycle analysis identifies a number of key strategic routes:

- a) Romford Rd – Identified as the sixth highest of the “Top Potential Connections”
- b) Stratford to Custom House
- c) Barking Rd – Identified as the eighth highest of the “Top Potential Connections”
- d) Manor Park to North Woolwich – Identified as the ninth highest of the “Top Potential Connections”
- e) Silvertown Way
- f) Other north-south connections particularly Forest Gate to Barking Rd
- g) Leyton to Barking Road is the seventh “Top Potential Connections” and runs mostly through Newham (to Temple Mills Lane East at its northern end). This route is on the alignment of the seventh highest of the “Top Potential Connections” in London, according to TfL’s Strategic Cycling Analysis, between Leyton station and Romford Road.

The Greenway improvement schemes are now coming through, and some minor schemes, particularly cycling contraflow on one way streets, but there is a serious historical deficit with cycle provision and some major ongoing problems. On the short term horizons are:

- Stratford gyratory improvements (see below): and
- Jenkins lane scheme to link CS3 to Barking Town Centre.

### **Suggestions for a new approach to cycling**

The examples cited in this paper illustrate the need for the following:

- i. Newham Council should adopt a Cycle Strategy which would significantly improve cycling in Newham and should include (which it currently does not) a hard target for improving cycle modal share in line with the overall [London Target](#). The cycling consultation for a “Local implementation Plan” is based on

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1 See note prepared by “20’s Plenty” at Annex 1.

2 TfL East London Sub-Regional Transport Plan (2010) copy available on request – subsequently updated -and more recently 2017 [TfL Strategic Cycling Analysis](#),

3 Annex 2.

adoption of a plan – which has been a long time in gestation.

- ii. A coherent approach should be taken to prioritise walking and cycling facilities in the Borough.
- iii. Schemes should deliver walking and cycling benefits as envisaged in the consultations. Proposals are frequently changed, normally to the detriment of these modes.
- iv. Schemes should be decided at the political level and not delegated to officers when objections have been raised by pedestrians and cyclists; and those observations considered and responded to.
- v. Maximise development money. Newham is notable in not seeking s106 and other development money for transport infrastructure contributions from developers c.f. Waltham Forest.<sup>4</sup>
- vi. Minor schemes are implemented without consultation (or possibly even consideration of cycling) with the result, for example that cycle parking suddenly disappears. All schemes should at least be considered for their walking and cycling implications, as per the forthcoming Healthy Streets Approach. Consistent, small benefits can soon build up to create a cycling and walking-friendly environment.
- vii. Adopt the [London Cycling Design Standards](#), which set out necessary standards to encourage a broad range of people to cycle. Too often in Newham a painted cycle lane is installed inappropriately, where a cycle lane or track is needed to enable people to feel safe cycling. Adhering to quality design standard would help eliminate the problem of safety standards being downgraded between design and implementation and deliver the best result for the money spent.

Newham Cyclists focus on making the best use of money and opportunities available and accept that significant sums cannot be found from the Council's own resources.

The Mayor's current "[Keep Newham Moving](#)" initiative involves investment of £100m over 10 years focussed on street surfaces, pavements and lighting. Whilst it is billed as making "Newham much easier for residents to travel around, whether by car or bicycle"<sup>5</sup> it is difficult to identify schemes specifically for cycling in the initiative and improving motor traffic circulation can conflict with improving cycle facilities. Newham Cyclists are not aware of any new scheme specifically for cycling funded by this initiative.

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<sup>4</sup> The response to this request is that transport infrastructure is not included in the matters for which Community Infrastructure Levy money can be sought. Newham cyclists has specifically requested that it should be included..

<sup>5</sup> Newham Magazine issue 375

## Specific Examples

### *The Cycle Strategy*

Some of TfL LIP<sup>6</sup> funding was due to be spent on preparation of a Cycle Strategy. After a long period of gestation a draft was produced by Officers in December 2016 and exposed to Newham Cyclists. It has not yet been adopted (although the beginnings of the process to do so may have started). The Draft Local Implementing Plan put out to consultation (Newham Cyclists responded 18 August 2017) puts forward as an action the adoption of the Cycle Strategy.

A Cycling Strategy which is followed could contribute to addressing the lack of coherence within and between the various separate transport infrastructure projects. Its preparation and adoption has already waited too long. The current draft is unambitious (as referred later in this note), does not address adequately the key cycling routes identified in the TfL studies and has no hard target for increasing cycle usage. Its substance is contained in three maps showing the aspirations for level of service for 2019, 2022 and 2025. The 2015 map is attached for reference. It is based on Cycle Level of Service (CLOS) assessments and scores. An acceptable CLOS score for a route to be used by cyclists is 70 out of 100. The Strategy classifies a score of 40 to 70 as an “improved level of service” and below 40 as a “low level of service.” The aspiration by 2025 for the Barking Rd, for example, the alignment with the eighth highest cycling potential in London, remains a low level of service. Indeed that is the case for most of “urban Newham” i.e. outside the major development crescent.

The draft Strategy also lacks any vision of areas without through traffic – or the “villages” successfully initiated in Waltham Forest and which will soon extend to the border with Newham. Urban Newham would be particularly suited to this improvement for its residents.

Had there been in place a persuasive cycle strategy Newham council would have been better placed to seek funding under TfL “Liveable Neighbourhoods” initiative (for which applications are required shortly). As things stand we understand that there will be little put forward. **ONGOING**

### *Stratford High Street (a Newham Rd)*

After the Olympics Newham Council lifted its block on CS2 from Bow to Stratford. However the Warton Rd junction was so poor in design (and in the face of adverse observations and alternatives put forward by LCC and Newham Cyclists) that it was

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<sup>6</sup> LIP Funding is Local Implementing Plan funding provided by TfL to London Boroughs to put in place transport improvements.

reported in the [national press](#) in 2015 as the junction with the most cycle accidents in the country. The only reaction to date has been minor paint changes and warning notices. It remains only a Council aspiration to improve this junction despite the possibility of securing money from nearby developments, and possible gains to be made from a bus priority scheme. **ONGOING**

Since it was built CS2 in Stratford High St has constantly been blocked by developers. This is inevitable, but what is not is that each time this should be accompanied by “Cyclist Dismount” instructions – even when the pavement is already shared use and available. **ONGOING**

A new junction has been inserted at Sugar House Lane with a poorly designed “staggered pedestrian” crossing. The reason given was that this had been given planning permission and was all the developers would build. This approach contrasts to the Council’s approach to Tramway Avenue (see below). **LEGACY**

Newham Cyclists supported zebra crossings on bus islands created for CS2 but asked for better site lines (adverts on the bus stops block the view) and lighting. No response. **ONGOING**

### *Stratford Town Centre Improvements*

The current plan is a great improvement on the current incoherent situation, but there are already signs that the plan will not be delivered and that changes will be to the detriment of pedestrians and cyclists. One example with the junction of Great Eastern Rd with Stratford High St where public realm is being sacrificed for a bus slip road.

Critical, however, is the decision not to introduce the 20 mph limit described in the consultation document as a “Key Improvements and attracting the support of 92% of respondents. In response to a Freedom of Information Request (there being no previous substantive response) the Council claims, incredibly, that there has been “no decision” that led to the complete disappearance of this element of the scheme.

The phasing of traffic lights will be critical to the success of the scheme for cyclists and pedestrians and must protect vulnerable road users from conflict with motor vehicles. **ONGOING**

Shortly after it was built Newham Council insisted that TfL remove a section of CS2 protecting cyclists from being left hooked by traffic going into the Tramway Avenue. An FOI application revealed this was done in order to accommodate driver misbehaviour. The position has not improved since 2014 and this still remains a “critical fail” junction, according to CLOS (which the original TfL construction greatly alleviated). The plan is to address this in the Stratford Gyratory improvement contained in the consultation document: **LEGACY/ONGOING**

### *Olympic Park and Westfield*

The Olympic park and Westfield are recognised as having serious defects in their cycling facilities; including cycle tracks with cobbled sections and car park information signs blocking cycle tracks. Newham Council were the planning authority for Westfield, and Newham Councillors sat on the LLDC planning committee, which approved this outcome. Newham Council has now spent considerable sums on designs for retrospective improvements around Westfield. More will be required to retroactively remedy the situation. It has adopted streets in the Olympic Park without requiring remedial work from developers to remedy these issues. **LEGACY** unless development money found to fund remedial work.

### *Romford Rd*

In 2011 Newham Council prevented TfL building CS2 to Ilford along the Romford Rd (on what was already a designated LCN+ route). The reasons given, as recorded in a letter from the then Mayor of London's Transport Deputy to a London Assembly Member was that Newham objected to blue paint and preferred to spend, its own LIP funding for this rather than have a cycle superhighway.

The LIP funding available at that time and since has not been used for this purpose, and it is very difficult to see what money, if any, has been spent on this route. The decision to refuse funding from TfL for this is difficult to comprehend.

The Romford Rd has very poor cycle facilities for what is a LCN+ cycle route. The cycle lane is not continuous, is mostly advisory even when it could be mandatory, operates only 3 hours per day on 5 days per week and even during its operating hours there are sections when car parking is allowed in it.

The current draft Cycle Strategy only envisages a feasibility study for extending CS2 to Ilford and currently shows, for 2025, an aspiration for only a low level of service i.e. the current situation 14 years after blocking TfL's plans. Given that the prospect of CS2 along the Romford Rd has receded into the long term, minor improvements could be undertaken e.g. making cycle lanes mandatory where possible, 24 hour cycle lanes, 24 hour bus lanes. **LEGACY** needing some remedial alleviation.

### *Barking Rd*

The current state of Barking Rd speaks for itself. Barking Road is ranked eighth highest of the "Top Potential Connections" in London, according to TfL's Strategic Cycling Analysis. There has been no development funding for an improvement to the Green St/Barking Rd junction. Newham Council could be pressing for TfL assistance to improve this strategic route **ONGOING**

*Links between CS2 at Stratford and Waltham Forest's [Leyton to Chingford Cycle Route](#).*

This one mile stretch, between Leyton station and Stratford Gyratory, could provide a major link for cyclists, could head off traffic congestion generated by growth in the Stratford area, for those working in Stratford and living to the North, and provide access to Quietway 6. Leyton Road, North of Liberty Bridge Road, could become cycle and pedestrian only, with completion of developments on the West side of the street, while retaining a motor vehicle through route on the parallel A112. This section is part of Quietway 6 (see below) Segregated cycle tracks could then be provided on Leyton Road and the A112 North and South of this stretch, providing a continuous, high quality cycle route to the Stratford gyratory<sup>7</sup> This route is on the alignment of the seventh highest of the “Top Potential Connections” in London, according to TfL’s Strategic Cycling Analysis, between Leyton station and Romford Road. Again this could have been funded by development money. **LEGACY, but ONGOING at the Leyton Rd/QW6 junction.**

### *Crossrail related works*

At *Manor Park* over £1m of Crossrail and LIP money has been spent. This has missed the opportunity to put in cycle lanes to link Romford Rd (LCN+ cycle route to Quietway 6.) Instead there are cycle symbols painted on the carriageway leading directly into parking spaces. Despite local support for a reduction in traffic speeds the original traffic order only provided for a 20mph limit for Station Road and not Forest Drive. This was only changed after local objections. Existing unofficial cycle lanes in Forest Drive were made official but despite being warned of the propensity of buses to park in them no steps were taken to protect the cycle lane, which could be done cheaply by “armadillos” as seen in many places in Waltham Forest. More recently the scheme does not appear to have a cycle contraflow for Gladding Rd as originally billed. **LEGACY**

In *Forest Gate* over £1.25m of Crossrail money is available. Here was strong local demand for cycle lanes in consultation responses (not incited by Newham Cyclists). This led Council officials to seek to design some –on which Newham Cyclists were consulted. The scheme as approved did not include any cycle lanes and has a ridiculous sequence of small sections of road having a 20mph limit followed by a small section of road without. There should be 20 mph in for the whole length of Woodgrange Rd and Dames Rd (to link with 20 mph in Waltham Forest to the Newham boundary. Forest Lane is a rat run with speed cushions but not a 20mph limit. Under the draft Cycle Strategy the aspiration for Woodgrange Rd, despite significant Crossrail spending is for a low level of service in 2025. **LEGACY**

*Maryland* improvements involve over £2m expenditure of Crossrail money and initial plans only have been exposed. They do not include cycle lanes (although it would

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<sup>7</sup><https://www.google.co.uk/maps/dir/Leyton+Station,+High+Road,+London+E10+5PS/51.5432352,0.0004914/@51.5511142,-0.0068492,17z/data=!4m14!4m13!1m10!1m1!1s0x48761d7f5241c427:0xdd773cb540414713!2m2!1d-0.0056246!2d51.5565354!3m4!1m2!1d-0.0035979!2d51.5493035!3s0x48761d7c5cba137f:0xb6167477573608e8!1m0!3e1.>

be beneficial to link to the Stratford Gyratory scheme) and the cycle design there is substandard, i.e. an advance stop box<sup>8</sup> is planned but without any cycle lane access for cyclists to access the advance stop area – thus rendering it useless. Pedestrian crossings were also not in the best place for pedestrians. Whilst Maryland itself is now subject to traffic order for 20mph, the linking side roads (Windmill Lane – which is a specific cycle route – and Forest lane –which has speed cushions) remain 30mph. This scheme has only been the subject of initial consultation. Under the draft Cycle Strategy the aspiration for Maryland, despite Crossrail spending is for a low level of service in 2025. **LEGACY**

### *Quietways*

Quietway schemes are sponsored by TfL, but left to boroughs to design. They are meant to encourage cycling – even by those who are less confident, so should certainly have a CLOS score of 70.

Quietway 2.1 is the Greenway in Newham and linking to Victoria Park. Lighting and other improvements are in place (which are a great improvement) and extra ramps have started to be built. But there are delays in making 24hr opening and there is a serious problem with the phasing of lights at the A13 flyover. These are inexplicably phased against pedestrians and cyclists even where reasonable phasing could not possibly affect motor traffic adversely. Consistent complaints have resulted in no action. Other pedestrian crossings for roads linking the Greenway allow less than 5 seconds crossing time. **ONGOING**

Quietway 6 runs through the Olympic Park to Fairlop across the north of the Borough. The junctions are critical and in Newham there are two critical fails on the current plans (a) at Leyton Rd, Major Rd and Chobham Rd (see above) and by (b) Henniker Rd Leytonstone Rd. **ONGOING**

At the west end of Capel Rd a cycle track was planned and consulted upon. There is plenty of room and no parking issues. However, it disappeared from the scheme as consulted upon to be replaced by a more dangerous cycle crossing and cycle symbols painted on the carriageway. **LEGACY**

Under the draft Cycle Strategy most of the length of Quietway 6 in Newham has an aspiration only to be an improving level of service, with some areas of low level of service. **LEGACY**

*The Leaway*, from Old Ford to the Thames is not a Quietway but is an iconic walking and cycling route originally funded by Thames Gateway money and key to leisure cycling in Newham and East London. Newham Cyclists were consulted on a crucial connecting ramp at Twelvetreves Crescent. Whilst the original design was thought to be steep (although there does appear space for something less steep) when it was built there suddenly appeared “cyclist dismount” signs. It would have been opposed

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<sup>8</sup> In any event advance stop boxes are not used in Dutch and Danish designs.



altogether if it was made clear from the start that this was not a ramp that cyclists could use. **LEGACY**

Leaway completion is interrupted by the failure to move European Scrap which blocks about 200 yards of river frontage. In the meantime the alternative cycle route is over long and requires the lift or stairs to be used to at Star Lane station. The current plans in relation to Canning Town Roundabout could have been used as a starting point for simple measures to create a shorter alternative route. The current proposals are entirely for the benefit of motor traffic and notably do not address a disconnect in CS3. Also, at the moment there is a large development at Strand East but a key access bridge to the Leaway is pedestrian only. **ONGOING**

#### *Silvertown Way North Woolwich Rd*

Decent plans for cycling provision in this corridor are under development and improvement is desperately needed as (a) there has recently been a death on North Woolwich Rd,<sup>9</sup> (b) the Silvertown Tunnel will feed a great deal of traffic onto these streets, (c) this route gives access to Canning Town Station and the Leaway. Development money should be available for this. To be built. **ONGOING**

#### *Other examples*

*Upton Corridor:* This scheme is on a key north south route and passes by a major park and a number of schools. Money was spent ostensibly on safety works but the CLOS score as assessed by the council only improved from under 40 to just over. Despite an objection (largely on the grounds that there should be a 20mph limit) to the plan the approval of the scheme was delegated to officers. The draft Cycle Strategy actually shows the aspiration to remain at a low level of service. **LEGACY**

*High Street North East Ham;* Again a purported safety scheme on a key route, but no 20mph and out of date treatment of side roads (which could be given a continuous pavement giving clear priority to pedestrians rather than a raised table giving priority to motor vehicles). Newham Cyclists have lodged objections August 2017. **ONGOING**

*Plaistow Upper St* Newham Council promoted a 20 mph limit in side streets but when it came to the key road (Upper St) leading to the Greenway, which is residential and a rat run there was no 20 mph. The same happened at East Ham South 20 mph and contraflow scheme where Newham Cyclists pressed for 20 mph on the roads that count i.e. Lonsdale Avenue, Boundary Road and New City Road. **LEGACY**

#### *Minor examples*

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<sup>9</sup> <https://www.standard.co.uk/news/london/cyclist-in-helmet-and-hivis-jacket-died-after-being-dragged-20-yards-under-wheels-of-truck-a3463236.html>



One way working introduced into Cranmer Rd (apparently for the benefit of the school) with indication that this would be accompanied by a cycle contraflow. The cycle contraflow disappeared on grounds that the road was too narrow when Newham Council itself have introduced cycle contraflows for roads that are narrower.

### **LEGACY**

Far from looking at following the example of Waltham Forest in creating areas without through traffic Newham Council are proposing to remove a point closure at Glenpeake Rd/Palmerston Rd. It is understood this is because of a single resident complaining about motor vehicle access, but opening up the route to rat-running traffic will negatively impact others who live on the street, and anyone who walks, or cycles there. **ONGOING**

Newham Cyclists

4 October 2017

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## 20's Plenty For Us - Background Info about Newham - July 2017

Please find below some background data on road casualties in LB Newham and public health in terms of indicators of physical activity.

### 1. Road Casualties.

- Data on road casualties is now freely available and TfL area increasingly trying to create open source data that anyone can investigate. The road casualty data that TfL issues<sup>10</sup> comes from the Met Police STATS19 data source and the data that is used here comes from the section entitled Data Extracts.
- The severity of road casualties is divided into three categories – fatal, serious and slight. Fatal and serious are often taken together and described as those who are killed and seriously injured.
- In terms of total casualties (ie of all three severities), levels in Newham in 2015 are almost 10% higher than in 2005 whereas across Greater London the figure is 5% lower.

#### 1.1. Total Casualty Numbers - LB Newham and Greater London (All Severities)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>Total Newham</b>	<b>1,033</b>	<b>1,011</b>	<b>1,005</b>	<b>1,077</b>	<b>946</b>	<b>911</b>	<b>908</b>	<b>924</b>	<b>830</b>	<b>965</b>	<b>1,132</b>
Change from 2005 (Newham)		-2.1%	-2.7%	4.3%	8.4%	11.8%	12.1%	10.6%	19.7%	6.6%	9.6%
<b>Total London</b>	<b>31,830</b>	<b>29,810</b>	<b>28,361</b>	<b>28,153</b>	<b>27,979</b>	<b>28,889</b>	<b>29,257</b>	<b>28,780</b>	<b>27,199</b>	<b>30,785</b>	<b>30,182</b>
Change from 2005 (London)		-6.3%	-10.9%	-11.6%	-12.1%	-9.2%	-8.1%	-9.6%	-14.5%	-3.3%	-5.2%

- In terms of the number of people killed and seriously injured, levels in Newham in 2015 are just 10% lower than in 2005 whereas across Greater London the figure is almost 43% lower. The numbers killed and seriously injured have seen consecutive annual rises in the past two years when numbers have still been falling across Greater London.

<sup>10</sup> <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

## 1.2. Total Casualty Numbers LB Newham (Killed and Seriously Injured ONLY)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>Total Newham</b>	<b>80</b>	<b>75</b>	<b>105</b>	<b>88</b>	<b>93</b>	<b>81</b>	<b>74</b>	<b>77</b>	<b>57</b>	<b>64</b>	<b>72</b>
Change from 2005 (Newham)		- 6.3%	31.3 %	10.0 %	16.3 %	1.3% 	- 7.5%	- 3.8%	28.8 %	20.0 %	10.0 %
<b>Total London</b>	<b>3,650</b>	<b>3,946</b>	<b>3,784</b>	<b>3,526</b>	<b>3,227</b>	<b>2,886</b>	<b>2,805</b>	<b>3,018</b>	<b>2,324</b>	<b>2,167</b>	<b>2,092</b>
Change from 2005 (London)		8.1% 	3.7% 	- 3.4%	11.6 %	20.9 %	23.2 %	17.3 %	36.3 %	40.6 %	42.7 %

- More than four-fifths of casualties (of all severities) in Newham occur on borough-managed roads.

## 1.3 Structure of Road Casualties by Highway Authority in Newham (All Severities)

	2012	2013	2014	2015
1 TLRN	152	138	145	209
3 Borough	772	692	820	923
<b>Total</b>	<b>924</b>	<b>830</b>	<b>965</b>	<b>1,132</b>
% Borough	84%	83%	85%	82%

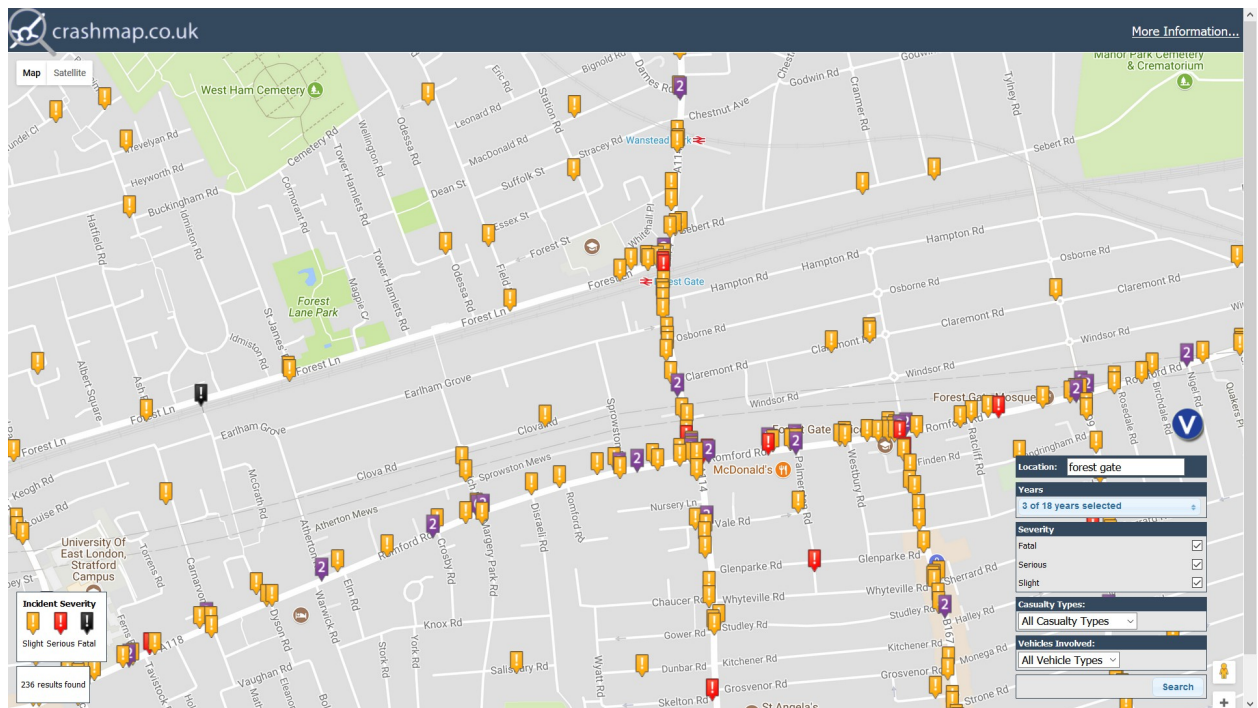
- On average over the last four years 88% of killed and seriously injured casualties in Newham occur on borough-managed roads.

## 1.4 Structure of Road Casualties by Highway Authority in Newham (Killed and Seriously Injured ONLY)

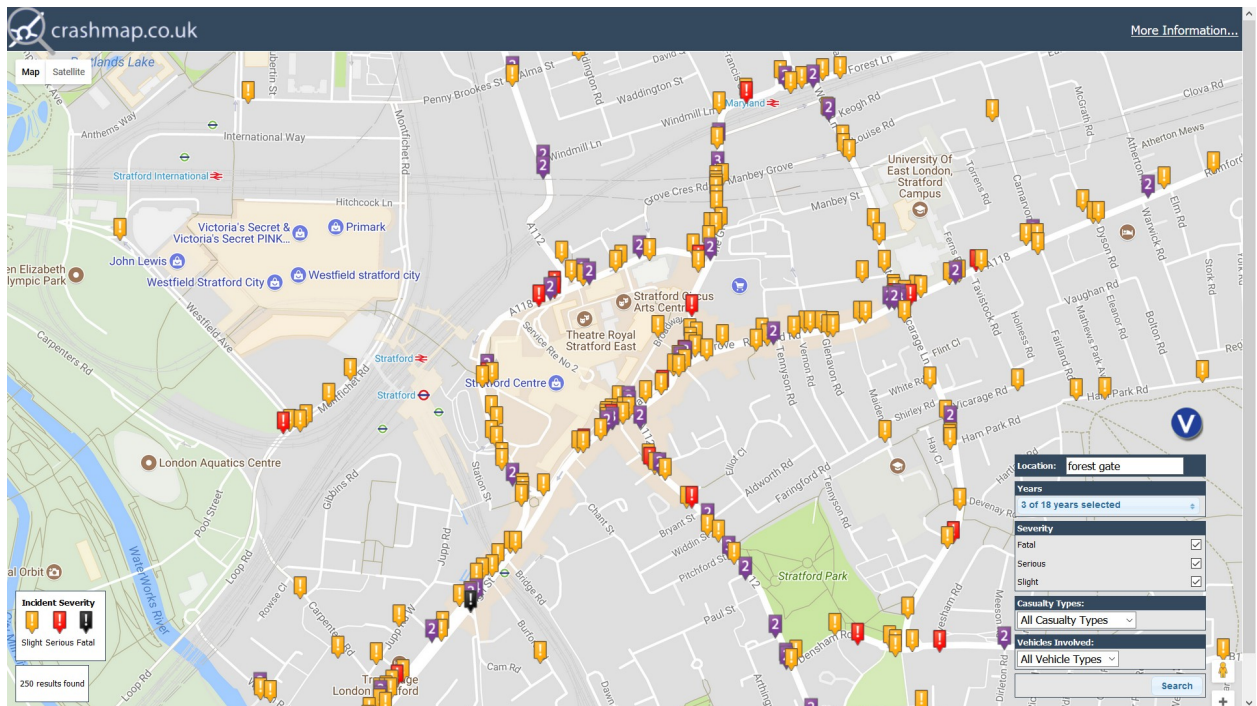
	2012	2013	2014	2015
1 TLRN	7	7	3	15
3 Borough	70	50	61	57
<b>Total</b>	<b>77</b>	<b>57</b>	<b>64</b>	<b>72</b>
% Borough	91%	88%	95%	79%

**1.5 Locations of Casualties.** Of the locations that were discussed, below are the CrashMaps (crashmap.co.uk) for each. Each map shows casualties of all severities for the full years 2013 to 2015. The clear pattern is (as across the whole of London) that of the casualties occurring on the more major roads.

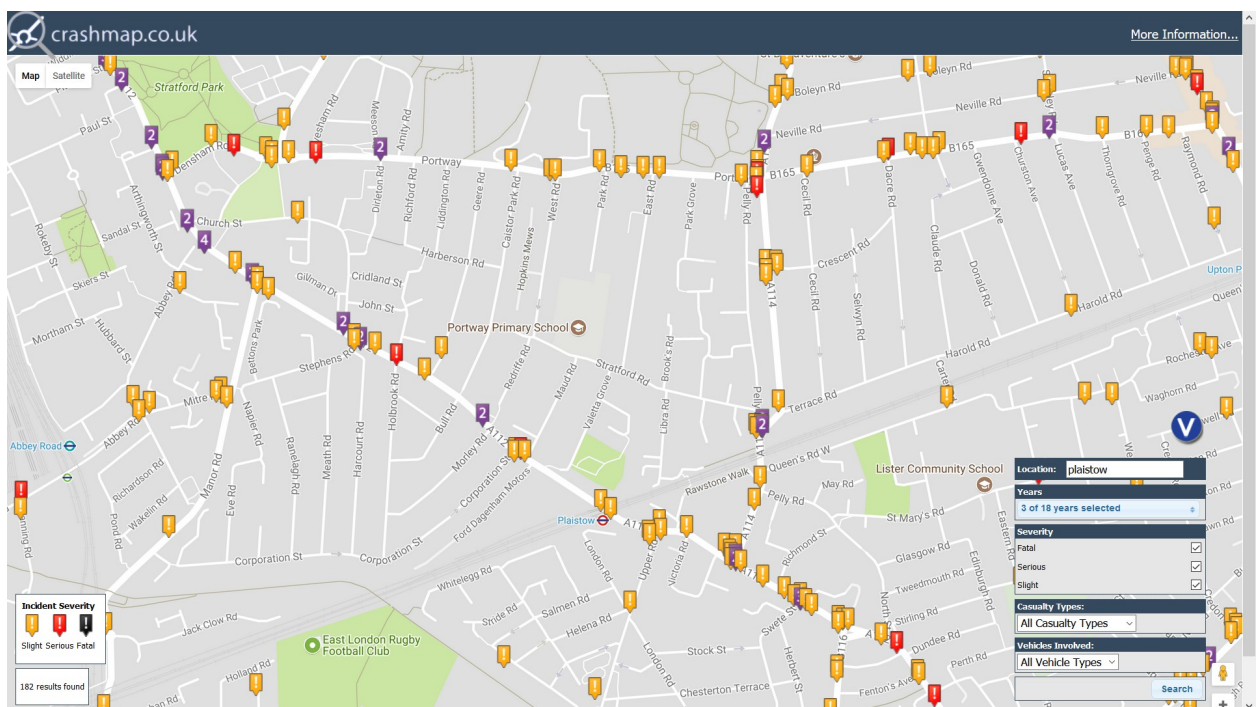
### a. Forest Gate



### b. Stratford

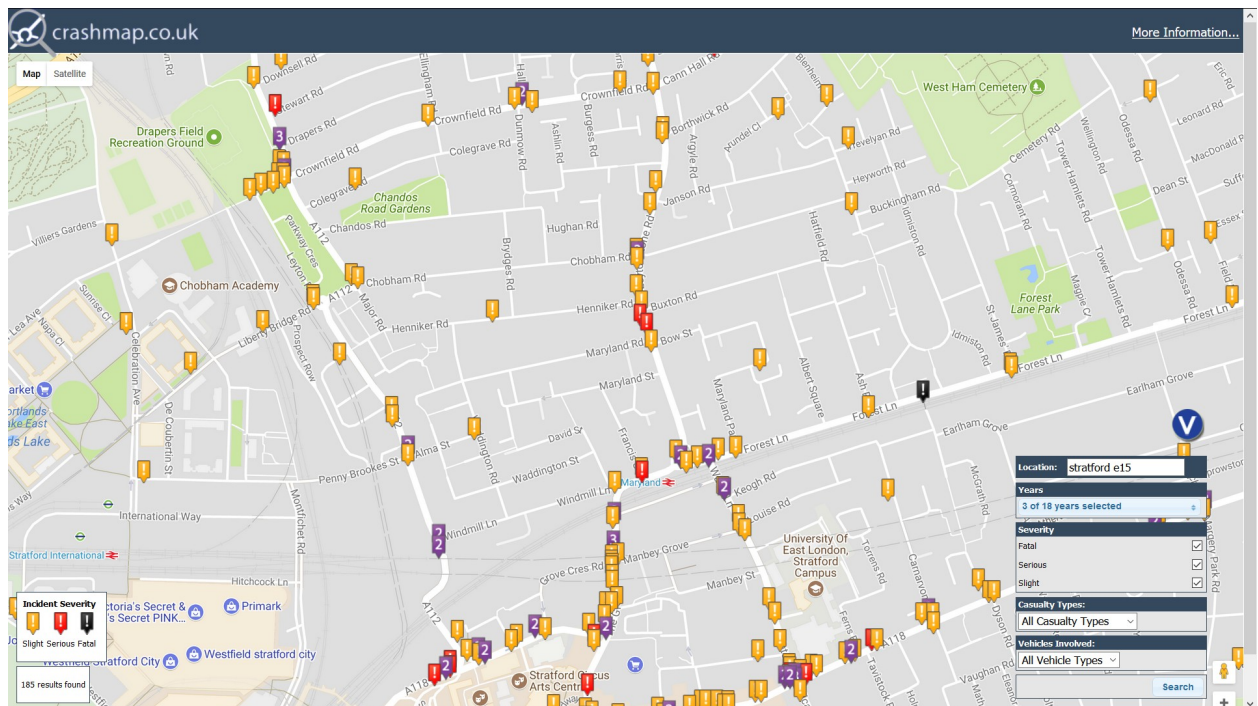


## c. Plaistow





## d. Maryland



## 2. Public Health

### 2. 1. Obesity and Overweight in Children<sup>11</sup>

- The picture in Newham is significantly worse in relation to the England and London averages for Child Excess Weight amongst Reception year 4-5 year olds (2.06i) (24.6% overweight or obese) and Year 6, 10-11 year olds (2.06ii) (43.1% overweight or obese). These levels compare to London averages of 22.0% of 4-5 year olds being of excess weight and 38.1% of 10-11 year olds.

<sup>11</sup> <http://www.phoutcomes.info/public-health-outcomes-framework#page/0/gid/1000042/pat/6/par/E12000007/ati/101/are/E09000025>

Indicator	Period	England	London region	Barking and Dagenham	Barnet	Bexley	Brent	Bromley	Camden	City of London	Croydon	Ealing	Enfield	Greenwich	Hackney	Hammersmith and Fulham	Haringey	Harrow	Havering	Hillingdon	Hounslow	Islington	Kensington and Chelsea	Kingston upon Thames	Lambeth	Leisham	Merton	Newham	Redbridge
breastfeeding prevalence at 6-8 weeks after birth - historical method	2014/15	43.8	*	*	*	*	*	*	*	*	68.5	*	*	*	81.5	*	*	*	*	62.3	*	71.8	*	*	*	74.3	*	*	*
2.04 - Under 18 conceptions	2015	20.8	19.2	31.0	11.5	15.8	17.5	15.0	13.5	*	24.1	14.0	22.7	29.2	22.7*	18.4	21.0	13.1	22.3	18.4	20.1	21.4	10.6	14.1	28.7	23.4	14.1	21.9	13.8
2.06i - Child excess weight in 4-5 and 10-11 year olds - 4-5 year olds	2015/16	22.1	22.0	25.4	19.2	25.6	21.7	20.6	20.2	*	21.5	22.6	24.3	27.4	24.7*	21.3	23.6	17.6	23.2	19.8	20.7	22.5	25.3	14.3	23.4	22.5	18.8	24.6	19.1
2.06ii - Child excess weight in 4-5 and 10-11 year olds - 10-11 year olds	2015/16	34.2	38.1	43.4	Barking and Dagenham 25.4%					*	38.9	38.6	41.5	42.9	43.3*	34.6	38.4	35.9	37.3	37.2	39.4	36.5	34.4	29.7	39.4	38.2	34.7	43.1	39.1
2.07i - Hospital admissions caused by unintentional and deliberate injuries in children (aged 0-14 years)	2015/16	104.2	80.8	72.8	Prevalence of overweight (including obese) among children in Reception					*	94.9	79.3	85.8	89.9	82.5*	78.8	91.0	64.4	84.9	90.4	96.7	78.2	66.8	93.6	82.5	110.1	102.4	65.8	65.2
2.07ii - Hospital admissions caused by unintentional and deliberate injuries in children (aged 0-4 years)	2015/16	129.6	97.6	97.8	68.3	120.4	80.2	75.5	70.1	*	113.0	92.1	130.3	117.5	114.7*	81.9	118.5	77.2	97.7	102.0	117.0	84.2	79.1	124.1	93.0	121.7	122.3	75.3	88.5
2.07iii - Hospital admissions caused by unintentional and deliberate injuries in young people (aged 15-24 years)	2015/16	134.1	97.5	98.8	95.4	97.3	75.0	104.5	72.0	*	120.5	125.2	87.2	97.7	97.3*	111.4	90.0	72.3	73.9	89.8	134.7	94.5	83.9	80.3	116.3	113.9	112.4	99.3	76.7
2.10ii - Emergency Hospital Admissions for Intentional Self-Harm	2015/16	196.5	93.8	101.1	103.2	95.0	60.2	106.0	79.5	*	115.6	112.1	66.2	71.5	103.2*	103.6	75.7	61.0	77.7	110.7	162.0	107.2	85.3	81.3	100.0	91.2	91.7	134.7	66.0

- Newham performs significantly worse than the England and London averages for physical activity in adults with just 44.8% of adults in Newham being physically **active** (2.13i) versus the London average of 57.8% and 39.8% of adults being physically **inactive** (2.13ii) compared to the London average of 28.1%.

Indicator	Period	England	London region	Barking and Dagenham	Barnet	Bexley	Brent	Bromley	Camden	City of London	Croydon	Ealing	Enfield	Greenwich	Hackney	Hammersmith and Fulham	Haringey	Harrow	Havering	Hillingdon	Hounslow	Islington	Kensington and Chelsea	Kingston upon Thames	Lambeth	Leisham	Merton	Newham	Redbridge
Admissions for Intentional Self-Harm	2015/16	196.5	93.8	101.1	103.2	95.0	60.2	106.0	79.5	*	115.6	112.1	66.2	71.5	103.2*	103.6	75.7	61.0	77.7	110.7	162.0	107.2	85.3	81.3	100.0	91.2	91.7	134.7	66.0
2.11i - Proportion of the population meeting the recommended '5-a-day' on a 'usual day' (adults)	2015	52.3	49.4	43.2	56.7	49.4	41.2	53.8	52.5	36.5	51.1	47.4	45.1	47.2	46.7	50.4	57.5	51.6	42.1	45.7	48.5	57.9	52.6	56.7	48.7	44.0	55.1	41.8	47.1
2.11ii - Average number of portions of fruit consumed daily (adults)	2015	2.51	2.47	2.18	2.52	2.39	2.21	2.49	2.40	1.80	2.49	2.41	2.49	2.54	2.51	2.48	2.69	2.57	2.11	2.28	2.44	2.69	2.54	2.69	2.44	2.34	2.54	2.36	2.44
2.11iii - Average number of portions of vegetables consumed daily (adults)	2015	2.27	2.18	1.88	2.35	2.18	1.93	2.32	2.47	2.39	2.21	2.18	2.10	2.03	2.00	2.34	2.42	2.31	2.07	2.13	1.98	2.48	2.27	2.29	2.26	2.12	2.27	1.70	2.12
2.12 - Excess weight in Adults	2013-15	64.8	58.8	70.6	56.7	67.0	59.2	64.1	46.5	47.9	64.7	61.1	63.5	63.8	53.2	51.6	54.2	60.6	66.1	62.0	62.7	52.8	47.3	58.2	51.1	60.3	59.5	63.2	66.7
2.13i - Percentage of physically active and inactive adults - active adults	2015	57.0	57.8	46.0	59.5	53.9	49.2	62.9	64.0	45.8	60.6	54.7	55.5	51.5	53.8	61.0	58.2	55.0	55.4	51.5	55.0	60.3	67.1	66.1	66.1	58.8	58.7	44.8	57.5
2.13ii - Percentage of physically active and inactive adults - inactive adults	2015	28.7	28.1	43.7	28.7	31.9	34.3	23.8	26.6	21.0	25.7	27.8	29.3	29.0	28.6	25.6	28.2	29.6	30.4	31.2	29.9	23.6	21.9	20.8	23.2	27.1	28.0	39.8	28.1
2.14 - Smoking Prevalence in adults - current smokers (APS)	2016	15.5	15.2	18.8	14.8	12.5	12.8	13.8	11.4	*	13.2	15.4	13.1	17.4	18.6	19.6	17.7	7.4	14.9	15.2	13.8	13.4	18.0	13.8	17.3	21.2	12.7	22.3	10.4
2.14 - Smoking Prevalence in adult in routine and manual occupations - current smokers (APS)	2016	26.5	23.9	26.9	28.3	18.9	15.8	28.1	21.8	*	22.6	24.6	24.3	25.3	26.4	32.3	31.2	7.8	30.0	22.1	25.0	23.4	23.2	24.5	30.0	25.1	16.6	31.4	12.5



## Annex Two: Transport for London's Strategic Cycling Analysis (p53)

### Top Potential Connections

- 1 Kentish Town to Wood Green
- 2 Camden Town to Tottenham Hale
- 3 Dalston to Lea Bridge Road
- 4 Hackney Mare Street to Shadwell
- 5 Greenwich foot tunnel to Hackney
- 6 Stratford to Ilford
- 7 Leyton to Barking Road
- 8 Canning Town to Barking
- 9 Manor Park to Woolwich Ferry
- 10 Ilford to Dagenham Dock
- 11 Greenwich to Woolwich
- 12 Rotherhithe Crossing to Peckham
- 13 Old Kent Road to New Cross Gate
- 14 Deptford to Oval
- 15 Oval to Streatham
- 16 Vauxhall to Clapham Common
- 17 Chelsea Embankment to Clapham Common
- 18 Pimlico to Putney
- 19 Clapham Common to Mortlake
- 20 Teddington to Twickenham
- 21 Hounslow to Heathrow
- 22 Shepherd's Bush to Southall
- 23 Fulham to Wembley
- 24 Kilburn to Edgware
- 25 Highgate to North Finchley

### Strategic Cycle Connections

- Top potential connections
- High potential connections
- Medium potential connections
- Existing and planned Cycle Superhighways, Quietways and Mini-Holland routes
- Central London Grid area
- Town centres
- River & water features
- Parks

