**Planning application** HGY/2025/0818

**Response from FLAG Ferry Lane Action Group**

We have always supported the original plan for a bridge into the station. But we understand that that is not the current proposal. Whether or not the bridge into the station is built, there are real safety issues for our residents and others using the south side of the railway bridge and we believe these plans go some way to address these.

We welcome:

* the new pedestrian crossing which will make it safer for our residents and others to cross in and out of the station.
* the widened space on the station corner,
* the wider pedestrian and cycle space on N side
* the extended 20mph speed limit up to Jarrow Road which we originally suggested.
* the changes to cycle lanes at the retail park.

We understand that there will be better lighting and CCTV which we support.

We remain concerned about cyclists using the pavement, particularly on the South side to go east. We would like to see stronger physical separation between cycles and pedestrians on this stretch, as suggested by Haringey Cycling Campaign.

We would like the **addition of a condition to any planning permission** to ensure there is **strong and clear signage on the south** side to encourage east-bound cyclists to cross at the crossing and use the cycle lane there, and to stress that they cannot use the pavement. This could be reinforced by saying that CCTV is in use (as we hope it will be).

We would like a **condition to any planning permission for better signage** directing people going to the Wetlands to cross to Ferry Lane south-side by the station to further reduce congestion on the north side.

We carried out a cycle survey, details below, which showed that a large number (anecdotally, a majority) of cyclists heading west went through the red lights at the first set. Our concern is that when this becomes a proper pedestrian crossing cyclists will continue to do this and present a danger to pedestrians using the crossing. We therefore ask that **there is a condition attached to any planning permission for strong signage** to discourage this.

We also noted a large number of cyclists turning right into the station, sometimes crossing in front of traffic to do so. Cycling routes to and through the station are very unclear and we are disappointed that the proposals do not address this. **We would like a condition to be added to any planning permission that there are safe and clear routes for cyclists into the station to avoid conflict with pedestrians and buses.**

**Ferry Lane bridge cycle survey**

We wanted to know how much of a problem cycles on the pavement are, and at the same time how much of a problem cyclists going through red lights will be when the pedestrian crossing is installed.

We counted incidents on two days, the second over two time periods. We split pavement cyclists into electric and pedal powered, as electric bikes are heavier, faster and therefore more dangerous.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Cyclists on pavement South side heading east | Cyclists on pavement South side heading west | Cyclists on pavement North side  | Number of cyclists going through red lights |
| Weds 9 April 17.03 to 18.15 | 8 pedal, 2 electric, 3 electric scooters | 1 Electric | 9 pedal, 1 electric | 9 delivery bikes, 16 others |
| Tues 29 April 17.05-18.05 | 10 electric (plus one in bike lane going wrong way!), 7 pedal  | 2 (1 pedal, 1 electric) | 5 electric, 3 pedal | 23 (11 delivery, 12 others) |
| Tues 29 April 18.05-18.45 | 1 electric (plus one in bike lane going wrong way!),, 7 pedal | 4 (2 pedal, 2 electric) | 0 | 14 |