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Submission to the Culture, Community Safety and Environment Scrutiny Panel review of cycling safety

FLAG is the officially recognised residents association for the Ferry Lane estate at Tottenham Hale. We have a number of concerns around safety for both cyclists and pedestrians in our immediate area.

Planning approval (HGY/2025/0818) was granted on 30 June 2025 for works to improve pedestrian safety and the cycle infrastructure along Ferry Lane and around Tottenham Hale station and the Tottenham Hale Retail Park. With the exception of the extension of the 20mph speed limit no other works have commenced. Condition 17 of the planning permission was the creation of a liaison group involving local residents. This has not yet been set up.

We regard the works as urgent as the current pedestrian routes to and from our estate and from Hale Village are crowded and unsafe. For example; it is difficult to access Hale Village from the existing cycle lane so cyclists often use the footpath, creating unnecessary conflict between cyclists and pedestrians. This is due to be addressed in the planned works.

Cycling:

The cycle infrastructure is confusing and incomplete and there is a lack of clear signage. Cycle lanes end abruptly and it is completely unclear whether or not cycles are allowed to go through the bus station, and if they can what route they should take. We have observed a large number of cyclists turning right into the station from Ferry Lane, sometimes crossing in front of traffic to do so. We believe there should be safe, clear and well-signed routes for cyclists into the station to avoid conflict with pedestrians and buses.

There are other works which received planning permission and would improve safety for cyclists and pedestrians: these include the entrance to the Retail Park and the pedestrian crossing on Ferry Lane to the south of the station. There needs to be better linkage with the cycle lane on Broad Lane.

Pedestrians:

Our main concern is cyclists using the pavement, particularly on the South side of Ferry Lane to go east. We would like to see stronger physical separation between cycles and pedestrians on this stretch. Again this is addressed in the proposed works but we have no start date.

The increasing number of electric bikes, many of which are large and heavy, using the footpath creates fear amongst pedestrians, particularly older residents. Even a glancing knock from one of these bikes could result in serious injury. A large number of bikes do not have any lights, even if they are contracted by companies like JustEat and Deliveroo. As well as being a danger to the cyclists themselves it is also a danger to pedestrians and can easily result in accidents involving other vehicles.

We are aware that cycling on the footpath and cycling without lights is a borough-wide issue and would welcome a publicity campaign reinforcing the law on this issue.

In April 2025 our residents association carried out a cycle survey, details below, which showed that a large number (anecdotally, a majority) of cyclists heading west along Ferry Lane went through the red lights at the first set of traffic lights. We do not think that the figures will be any lower if a similar survey was done today.

Ferry Lane bridge cycle survey

We wanted to know how much of a problem cycles on the pavement are, and how many cyclists go through red lights. 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

Dockless electric bikes:

We have noted the absence of the sound of these bikes being hacked and used by children/young people. We hope this is due to the companies making them harder to hack and not just the wet weather.

We still suffer from Lime bikes being left on the footpath on our estate and, despite some improvement in collection arrangements, these can still be left for weeks. Part of our estate is a Good Neighbour scheme (similar to sheltered accommodation) and a number of residents use wheelchairs or mobility scooters. We also have several blind residents. Getting around these dumped bikes is difficult and forces residents into the road.

Recommendations:

1. Press Highways to set up the liaison group as set out in the Conditions to the Planning permission
2. Press Highways to set an early date for works to commence
3. Ensure there is clear signage directing cyclists to use the cycle lane not the footpath.
4. Highways to consult with TfL and other interested groups to agree arrangements for cyclists entering the station/forecourt
5. Look at establishing a publicity and enforcement campaign together with the Mayor of London targeting pavement cycling, jumping lights and lack of lights
6. Press Lime Bikes to speed up collection of discarded bikes and to enforce hiring conditions and ban offenders
7. Liaise with local businesses using JustEat, Deliveroo etc to ensure their bikes have lights and their operatives do not break highway rules. This is also a recommendation that could be taken to the Mayor of London.