

MINUTES OF THE CULTURE, COMMUNITY SAFETY AND ENVIRONMENT SCRUTINY PANEL HELD ON Monday 23rd February 2026, 6.30pm

IN ATTENDANCE:

Councillors Makbule Gunes (Chair), Liam Carroll, Luke Cawley-Harrison, Mark Grosskopf and Sue Jameson

Councillor Seema Chandwani, Cabinet Member for Resident Services & Tackling Inequality

Councillor Ibrahim Ali, Cabinet Member for Climate Action and Environment

Councillor Ajda Ovat, Cabinet Member for Communities

ALSO IN ATTENDANCE:

- Hannah Hayes, Superintendent, Metropolitan Police
- Naima Ihsan, Principal Transport Planner
- Rob Krzyszowski, Director of Planning & Building Standard
- Mark Wolski, Head of Community Safety
- Fola Irikefe, Principal Scrutiny Officer

The following people attended as part of the panels evidence gathering session for the Scrutiny Review of Cycling Safety:

- Ben House, Coordinator, Haringey Cycling Campaign (HCC)
- Ian Sygrave, Chair of the Ladder Community Safety Partnership (LCSP) and the Ward Police Panel
- Vincent Neff, Healthy Streets North Tottenham
- Michael Poteliakhoff, Chair, Haringey Cycling Campaign (HCC)

Attendance Online:

Amanda Jacobs, Member of Haringey's Joint Partnership Board (JPB) and of the now-defunct Transport Inclusion Group, Chair of City of London Access Group (CoLAG)

1. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Dunstall, Chief Superintendent Anna McCartney, Barry Francis, Eubert Malcolm and Zoe Robertson.

2. FILMING AT MEETINGS

The Chair referred Members present to agenda item 1 as shown on the agenda in respect of filming at this meeting, and Members noted the information contained therein'.

3. URGENT BUSINESS

None.

4. DECLARATIONS OF INTEREST

None.

5. DEPUTATIONS / PETITIONS / PRESENTATIONS / QUESTIONS

There were none received.

6. MINUTES

That the minutes of the meeting on 16th December 2025 were agreed as an accurate record.

7. METROPOLITAN POLICE UPDATE REPORT

Superintendent Hanah Hayes, Metropolitan Police gave an update, providing an overview of crime statistics over the period of January 2025 to December 2025 and

explained there continues to be high rates of crime in respect of theft and violence

against the person. The Panel were briefed that there had also been some increases in the area of the possession of drugs, weapons and drug trafficking which could be because of increased police action in these areas. The highest offences were seen in July 2025 and the lowest in February 2025 which correlates with the seasonal variance. Increase in positive outcome rates is also considered as positive as hate crime, sexual offenses are often under-reported.

Superintendent Hayes explained that there has been an increase in vehicle crime but there is yet to be an insight as to what has caused the increase but there is an awareness that in certain wards there is one person carrying out the offence so when that person is arrested the rate goes down significantly.

Once questions opened, Councillor Gunes sought clarity on whether sexual offences include those inside as well as outside in public. Superintendent Hayes confirmed that the sexual offenses were those carried out both in private and in the public domain including a varied range of offences from inappropriate touching to the most extreme. Following further enquiry, it was confirmed that domestic abuse and violence against the person statistics was not just limited to violence and included coercive control, financial abuse etc.

The Chair expressed that Tottenham Hale was a hotspot for crimes such as phone theft and there was also a national trend with this on the increase, she enquired what was being done internally within the council to try and address it. Councillor Ovat, Cabinet Member for Communities explained that a lot of partnership work is carried out with the Police, ward Councillors and during the week of action they consider statistics and the location of which wards need to be prioritised. Once areas are identified, actions are then co-ordinated between partners for example in tackling shop lifting – the council works with local traders and businesses, and this has led to some reductions.

The Chair said that in reference to theft of motor vehicle, at the Ferry Lane estate, numerous cars without number plates are left there and its causing ongoing issues. Superintendent Hayes agreed that there has been an increase in– two main patterns, parcel shelf theft and blue badge holder theft. In respect of parcel shelf, Councillor Cawley-Harrison enquired if there was a team in the

Metropolitan Police looking into patterns that are emerging? Superintendent Hayes explained that a team will do once it becomes a pattern, but intel needs to be built up but only becomes a priority once reported - statistics, pressure and priority is when it becomes a priority.

Councillor Carroll enquired if facial recognition was having an impact on picking up shoplifters? Superintendent Hayes explained that generally live facial recognition has not necessarily had an impact on new perpetrators as it is generally those who are already known and wanted that are picked up through the technology as opposed to unknown criminals.

A follow up question on the progress of extractions and how has it gone over the last 12 months was put to Superintendent Hayes. It was explained that they were previously unable to understand extraction rates, currently unable to mark it up but the response teams are being stretched as a result of the increase in demonstrations. In the event of a murder, the response to that is also extracted from neighbourhood teams. Superintendent Hayes said that following some monitoring, they have found that teams can be extracted by up to 40% on a daily basis and increasing to 80% on the weekends and Haringey is at 78% capacity and Enfield is 82%.

Councillor Cawley-Harrison enquired about what the cost of recovery from covering commercial events like concerts was? Superintendent Hayes explained that Tottenham Football club, have to pay for Police Officers within the footprint of the club but not outside of the stadium. The Police are required to provide policing externally, extractions across the Metropolitan Police are also taken to other clubs regardless of the location. At present they do not get any money back unless they are within the footprint of the stadium.

Councillor Cawley-Harrison followed on from this question, enquiring what control the council has with gigs and the contracts and whether there was any scope to allow events taking demand e.g. funding for the police. The Director of Planning & Building Standard explained that they were looking at things that can be done within planning legislation. There are not provisions currently for utilising other methods of funding through e.g. business rates. In terms of managing events, the police and other key stakeholders in the Safety Advisory Group work well together. The Head of Community Safety explained that there have been some contributions in respect of noise and licensing, street trading and anti-social behaviour. Councillor Cawley-Harrison voiced that events were a big expense to the Council and Police without cost recovery and this was something we should be looking into and possibly be lobbying for within legislation as part of granting a licence.

A Councillor voiced that there is a lot happening in Crouch End, Muswell Hill and Highgate and the Neighbourhood Teams order to know who the goods are being sold onto. The Councillor expressed that it would be good if it could be looked into. Superintendent Hayes explained that PC's, Sergeants and inspectors need special permission for extra resources and have put in further bids. There has to be some caution raised around request that has been put in due to disparity in

application and low risk wards that don't get the same resources as the east of the borough.

Councillor Jameson enquired about the process used for stopping shoplifters. The Panel heard that the perpetrator is generally stopped by security who then contacts the unit and then they are arrested, the shop then issues a banning order, the Police will then issue a community warning – either a CPW or CPN which prevents them returning to the shop. Superintendent Hayes also reported that there is a move for judges taking shoplifting more seriously and so charging for multiple offences at once has led to higher prison sentences with some over 12 months.

Councillor Grosskopf enquired why closure orders couldn't be put in place for longer? The Head of Community Safety explained that they made wide use of closure orders in the east of the borough in areas such as Rothbury Walk which was for a three month period that could be extended – he asserted that there is a need to balance between the closure and the interests of the people living in the area.

Councillor Grosskopf enquired about the patrols by mosques as they were not visible Superintendent Hayes responded that there should be visible patrols. FOLLOW UP: Superintendent Hayes to follow up regarding patrols by the mosque.

Michael Poteliakhoff, Chair, Haringey Cycling Campaign (HCC) enquired whether bike theft was included in theft category or robbery category to which Superintendent Hayes explained it was generally theft and was only categorised a robbery where violence is used. Superintendent Hayes also confirmed that year-on-year there is probably an increase in bike theft especially with electric bikes.

FOLLOW UP – Details of number of bike theft to be provided. Able to come back with details

The Head of Community Safety concluded the discussions by briefing on the pressing demands at present which included the increased pressure on the Community Safety Partnership including implementing the Anti-Social Behaviour

Policy and protocol, procuring MOPAC funded officers for four years, mental health issues, increasing housing challenges and increase in complex case work.

The Chair thanked everyone present.

8. UPDATE ON TRANSPORT AND TRAVEL

Rob Krzyszowski, Director of Planning & Building Standard opened the discussions on the update on transport and travel as part of the evidence for Panels review of cycling safety with information that the panel had requested.

Naima Ihsan, Principal Transport Planner mapped out the collision data between January 2022 and December 2024 which are detailed below.

Pedestrian collisions are as follows:

- 6 fatal accidents – 5 male, 1 female
- 92 serious collisions, 50 female, 43 male
- 392 slight collisions, 198 male, 195 females
- Key Areas: Green Lanes, Tottenham, Crouch End, Northumberland Park, Archway Road
- Cycling collisions are detailed below:
 - No fatal collisions
 - 58 serious collisions - 42 male, 16 female
 - 309 slight collisions - 244 male, 55 female
- Key Areas:
 - Green Lanes, Tottenham, Crouch End, Northumberland Park, Archway Road

The top ten issues from the Common Place exercise were also identified through engagement and was presented to the Panel. Amongst the main barriers that were identified through the consultation was lack of cycle infrastructure, safety issues, accessibility Issues (lack of step free access), pavement conditions and congestion amongst some other detailed in the presentation.

The headline outcomes from an additional engagement for the Kerbside Strategy which aims to address issue of safer, healthier and more livable streets showed a high number of respondents agreeing that streets should prioritise walking, wheeling and cycling. The majority of people also agreed with the division of space for walking, access for vehicles and socialising. There was also strong agreement that walking, wheeling, buses and cycling should be prioritised over private cars.

Details of zebra crossing installations, school streets implementations for 44 schools, Low Traffic Neighbourhoods, 20pmh roads and the current motorcycling safety consultation running till mid-March 2026.

The Panel also heard about the imminent procurement of a new dockless bikes provider currently in procurement stage. The new contract would be awarded on the basis of improvements safeguards, stronger management of non-compliantly parked bikes being removed within 3 hours of being reported, increased patrol in hotspot areas of Haringey via consistent monitoring of the user database and campaigns in schools to target those who are using dockless bikes underage. The awarded provider will also have to employ stricter fines on non-compliant users, concessions for lower income groups, contribute to cycle training and a share of profits.

Councillor Grosskopf enquired about data before and after LTN's are installed in terms of collision rates. Councillor Ibrahim Ali, Cabinet Member for Climate Action and Environment explained that there has been a long period of monitoring LTN's and there has been a 38% reduction in collisions. There has also been a reduction in congestion population so less turn on the periphery. Councillor Grosskopf sought further insight into the impact on the boundary roads. FOLLOW UP: Naima Ihsan to provide exact statistics as part of a Cabinet report. Councillor

Seema Chandwani, Cabinet Member for Resident Services & Tackling Inequality, explained that in trying to understand why the boundary roads have also seen a reduction it is because the majority of LTN's are at junctions and so people are no longer making turns down particular roads because they are LTN's and less likely to collide with another vehicle or cyclists.

Councillor Cawley-Harrison sought clarity on the use of the term collision. The Cabinet Member for Resident Services & Tackling Inequality explained that the term collision was used now rather than 'accident' as 'accident' removed the sense of the person being blameless.

Councillor Cawley-Harrison enquired over when considering road safety interventions, what evaluation is carried out with the collision in itself e.g. does infrastructure come into play in the analysis - do we identify challenges with infrastructure. Councillor Chandwani explained that the Safe Systems response is followed looking at behaviour, speeding and prevention.

Councillor Liam Carroll expressed that he felt some of the worst operators of dockless bikes were currently in the borough and was keen to know how things would be different once the new contract was awarded. The Cabinet Member for Climate Action and Environment explained that the new dockless bike contract was going to Cabinet on 10 March, and one of the potential operators was actually based in the borough so hopefully responses will improve, there will now be targets and a timeline for issuing fines, funding for cycle training will also be included as well as other stipulations. The Cabinet Member for Resident Services & Tackling Inequality explained that there are various hire bikes that are unregulated and the best thing that can be done is to get into a contract with the winning tender matching the councils' expectations and in doing so tightening enforcement.

Director of Planning & Building Standard added that the trial for dockless bikes provided the council with the opportunity to learn lessons and whoever is awarded the contract, liaison will be built in with operation reports, stronger clauses on event management and contractual controls on dockless bikes.

Councillor Jameson expressed that the 3-hour removal for non-compliant dockless bikes felt too long especially for example wheelchair users. Councillor Chandwani explained that it is currently 24 hours so a clear improvement. Councillor Ali said that the contract had to be realistic and achievable and three hours felt ideal. This objective will be closely monitored with a view to improving.

Councillor Chandwani also informed the Panel that geo-fencing which will be implemented will also be a disincentive for parking in the wrong place as the perpetrator will be charged continuously. A dedicated email address for people to contact where there is a major obstruction will also be provided. Councillor Ali also explained that one operator will have QR code that people can report to.

Councillor Jameson stressed that there is currently no way of telling if a bike is vertical or horizontal and sprawled across the pavement. Councillor Ali and

Chandwani agreed and that it was a point to be taken away when considering the new operator.

ACTION: Consideration of whether the bikes will be able to indicate to providers if it is horizontal or vertical should be provided.

Michael Poteliakhoff, Chair, Haringey Cycling Campaign (HCC) enquired about the Kerbside Strategy and whether it was felt there should be stronger rules regarding pavement cross overs along the line of Islington and Westminster. The Director of Planning & Building Standard expressed that the question had been submitted via Planning Policy and a response would be provided through that means.

ACTION: Response to be sent to HCC regarding the Kerbside Strategy and pavement cross overs. RK

Amanda Jacobs, Member of Haringey's Joint Partnership Board (JPB) and of the now-defunct Transport Inclusion Group, Chair of City of London Access Group (CoLAG) briefed that she was attending online on behalf of the Chair of the Joint Partnership Board problems regarding accessibility and inclusion posed by dockless bikes and requested an official response to the document submitted. Amanda Jacobs stressed for the Panel to consider accessibility and inclusion at all points including the perspective that disabled and older people also as cyclists themselves as part of their review and not just pedestrians and wheelchair users. There are up to 13, 000 disabled cyclists in the borough.

ACTION: Include evidence submitted as part of the Scrutiny Panels review.

8 SCRUTINY REVIEW OF CYCLING SAFETY - EVIDENCE GATHERING AT THE MEETING

The Panel received a presentation from Michael Poteliakhoff, Chair, Haringey Cycling Campaign (HCC) on the various cycle lanes in the borough and the challenges and the problem areas around the borough and **the need to improve infrastructure**. The campaign group also shared details of integrated cycle culture and design in other areas of the country such as Kings Lynn and other countries like Japan.

The HCC briefed on the problems with shared cycle lanes between cyclists and pedestrians as the **signage for cyclists** is often un-clear when they can use the pavements and the increased pavements leaves the road narrower. The Chair of the HCC expressed that Haringey has a patchwork road network and that Hackney has a good cycling network and the issue with cycle lanes is Haringey is that it isn't a joined up, coherent cycling network although there are some good examples in the borough. Michael Poteliakhoff questioned if the objectives in the Walking and Cycling Action Plan, although commendable, currently felt unattainable because it felt like the momentum has stalled despite the fact that more and more people are cycling in the borough.

The Chair of the Panel gave an example of the need for better **planning** having been informed that a cycle lane was to be implemented in her ward as the funding from TfL had to be utilised. Councillor Gunes expressed that there was no communication or consultation about the cycle lane prior to implementation so she agreed that a more cohesive and planned approach was needed. The HCC expressed that **TfL design and consult** but they often follow through with their plans regardless. Ben House also stressed that the London boroughs which do well with regards to their cycling infrastructure are those who push back with TfL.

Councillor Grosskopf expressed that many people cycling on Markfield Road don't feel comfortable and they end up cycling on the pavement, he felt a separate lane would be helpful. Councillor Gunes also added that the lane outside Seven Sisters High Road is too large and it's a detriment to pedestrians.

Councillor Cawley-Harrison voiced that the current conversation and line of enquiry was part of the challenge, he felt people focussed on the small areas and challenges and there is a need to **think more strategically rather** than looking at particular issues. He enquired with the HCC if they felt the problems were because we were trying to make the infrastructure perfect.

Ben House, Coordinator, Haringey Cycling Campaign (HCC) said there needs to be a bigger strategic picture such as the Walking and Cycling Action Plan but **implementation can be gradual and flexible and he cited that in Camden** they have up to 15 miles of protected segregated cycle lanes and they started with plastic wands when testing it out and then and then upgraded to make them permanent as they went along. Camden, Islington, Hackney and Waltham Forest have a good network, the panel was briefed. Councillor Jameson gave her opinion that the West Green Triangle and Turnpike Lane were easy wins in terms of implementing cycle lanes.

The Coordinator for HCC explained that only 1/3 of children are able to cycle on the road and 70% of children are leaving school unable to cycle, TfL funds **cycle training** in London and Haringey should be pushing for this as many young people have no training and jump onto dockless bikes, posing a danger to themselves and to others.

Ian Sygrave, Chair of the Ladder Community Safety Partnership (LCSP) and the Ward Police Panel stressed that he wasn't part of a lobbying group or cycling expert and was in attendance to provide a resident's view. He expressed that Whitman Road was particularly dangerous, and he felt was an intervention of pavement extensions and essentially an obstacle course cyclist and hence many preferred to use Green Lanes. His view was something that started as a traffic calming measure has potentially made cycling more dangerous.

The Chair of the LCSP also briefed that Green Lanes was a preference to Whitmans but now a significant number of cyclists use it and pedestrians feel unsafe crossing Green Lanes. Having asked the local SNT to investigate the problem was, it was found that cyclists were jumping the light. Two officers stood at the same point between 5-5.30, on one occasion in uniform in a high-profile visible position and on another occasion plain clothed. When out of uniform every second bike **jumped the**

lights amounting to 17 cyclists in total whereas when in uniform, there wasn't a single occurrence.

Ian Sygrave also briefed on the issue of dockless bikes being abandoned on the road. The Chair of the LCSP also expressed that he felt that Brent was very good at picking up bikes when they were left obstructing spaces and he was opposed to floating bus stops as unfair to cyclists and unfair to pedestrians and could encourage a collision,

Consideration was given to how some local authorities had the ability to **seize bikes** that were obstructing the path of pedestrians. The Cabinet Member for Resident Services and Tackling Inequality explained that the challenge with this approach was that authorities needed to have resources to store the bikes. The authority is ensuring that the chosen provider will be able to do this. The Cabinet Member for Climate Action and Environment expressed that the collection in some boroughs can be very seasonal, focussed on a set area but the issue the boroughs are recognising is that there isn't enough capacity to store the bikes

HCC briefed the Panel that a **London wide agreement on safety objectives** will help with delivery drivers and different levels of enforcement and sentencing, ranging from warning to outright banning for those that flout the rules. In terms of those working in the gig economy such as Deliveroo drivers this could be linked to some form of registration with their employees. London wide agreement for operators to have built in safety objectives that they should achieve re how they are improving pedestrian safety standards which is something that happens in Brussels and would help improve safety as well.

Councillor Cawley-Harrison sought HCC views on whether they saw conflict between powered two wheelers and regular bikes. The group explained that legally, electric bikes are limited to 15mph whilst illegal bikes can go up to 30mph, and the police carry out random spot checks to try and enforce. Chair of the Ladder Community Safety Partnership (LCSP) and the Ward Police Panel informed the panel that older more vulnerable road users don't feel comfortable and the solution is essentially better enforcement.

Ben House, Coordinator, HCC asserted that better infrastructure would ensure that cyclists aren't on the pavement and hence pedestrians are protected and in turn more people walking and cycling safely would lead to better health outcomes.

The Chair thanked the groups and members of the public who were in attendance in person, online and also those who sent in written evidence to support the Panels review. Councillor Gunes said all the information would be considered as part of the Panels review.

The meeting ended at 9.30pm

CHAIR: Councillor Makbule Gunes

Signed by Chair

Date