

Report for: Culture, Community Safety and Environment Scrutiny Panel

Title: Follow up update to Walking and Cycling Safety Scrutiny Review
- Interim Report

Report authorised by: Rob Krzyszowski, Director of Built Environment & Highways

Lead Officer: Maurice Richards, Head of Transport

Ward(s) affected: All

1. Describe the issue under consideration

In the 2025/26 municipal year the previous Culture, Community Safety and Environment Scrutiny Panel carried out a review focussing on '*what does safe cycling look like for the everyone in Haringey*' including cyclists and pedestrians. The primary objective of the review was to consider what else could be done to facilitate those walking and cycling in the borough to ensure that they are safe.

The panel produced an Interim Review Report which was presented to the main Overview and Scrutiny Committee in June 2026 (attached in the appendices). This report provides a response to some of the recommendations and points the panel wanted to follow up on as detailed in the Interim Report. The scrutiny panels Interim Report is provided as a background document.

2. Recommendation

The scrutiny panel is asked to consider and comment on the responses to the additional information the previous Culture, Community Safety and Environment Scrutiny panel sought with a view to concluding the review.

3. Culture, Community Safety and Environment Scrutiny Panel 2025/6 recommendations with responses detailed underneath.

Recommendation 1: That the Panel consider a progress update in respect of safety for e-bike users and what has been implemented/is planned to be implemented by the council and the chosen provider.

Since the award of the new dockless bike contracts, the Council has introduced a strengthened contractual framework with Lime and Forest focused on safety, compliance and rider behaviour. Measures include stricter parking controls, enhanced enforcement requirements, increased ranger activity in hotspot locations, mandatory response times for poorly parked bikes, and increased use of geofencing technologies.

The Council and operators are also continuing to deliver rider education initiatives, safety messaging through apps and social media, and cycle training opportunities. Further measures under consideration include targeted safety campaigns in hotspot locations, expansion of slow-speed zones where appropriate, and continued monitoring of collision and compliance data.

Recommendation 2: That the Panel follow up on whether a London-wide agreement for operators to have built-in safety objectives is progressing.

Haringey continues to participate in the London Micromobility Forum and other pan-London officer groups to promote a more consistent approach to dockless bike management. There is increasing collaboration between boroughs and operators around shared standards, parking models, rider education, enforcement expectations and data sharing.

Recommendation 3: Explore whether a pan-London contract or universal licensing framework is developed.

The Council supports the principle of greater consistency in the regulation and management of dockless cycling across London, particularly as riders regularly travel across borough boundaries and operators often work across multiple local authority areas.

The introduction of the English Devolution and Community Empowerment Act 2026 provides new powers relating to micromobility regulation and includes provisions enabling local transport authorities to introduce licensing requirements for rental e-bikes, including standards relating to parking, safety and accessibility.

Whilst there is not currently a pan-London contract for dockless operators, the Council will continue to monitor how these new powers are implemented and whether they present opportunities for a more consistent regional approach. This new framework will help address issues that are often difficult to manage

through individual borough contracts alone, including cross-boundary journeys, parking compliance at borough borders, operator standards, enforcement arrangements and user experience.

Haringey will continue to engage with Transport for London, neighbouring boroughs and industry partners to understand the implications of the new devolution arrangements and any future opportunities for a coordinated London-wide approach to micromobility management.

Recommendation 4: Consider enforcement data and hotspots with significant non-compliance.

The Council receives compliance and parking data from operators and regularly reviews reports relating to obstruction, complaints and enforcement activity. A number of recurring hotspot locations have been identified through resident reports, councillor enquiries and operator data, these locations are regularly updated with operators monthly based on access to live data and resident complaints.

The strengthened contracts require increased ranger presence in hotspot areas with the Council informing rangers to be at these hotspot areas for the morning and pm commute, regular fleet reviews and rapid response to reported obstructions. Hotspots are continually monitored and used to inform operational activity and future dockless parking bay locations.

The Council is also using enforcement and demand data to support the rollout of additional dockless parking bays, particularly around stations, town centres, neighbourhood centres and borough boundary locations where trip-ending activity is concentrated.

Recommendation 5: Consider outcomes from Commonplace consultations following implementation of the new contract.

The Council is launching an updated Commonplace page to provide residents with information about the dockless bike scheme, including details of the new operator contracts, parking requirements, enforcement measures and future plans for the programme.

The platform will also provide opportunities for residents to share their views on the operation of the scheme, suggest locations for future dockless parking bays, and report areas where persistent parking issues or hotspot activity are occurring. Feedback received through Commonplace will be reviewed alongside resident enquiries, councillor suggestions, operator data and parking compliance data to help inform future phases of the dockless parking programme.

Recommendation 6: Explore the work of the Micromobility Group and good practice.

Haringey remains an active participant in the London micromobility group. This enables officers to share best practice, discuss emerging issues and review innovative approaches being adopted elsewhere.

Examples include advances in geofencing technology, improved rider education, digital parking controls, enforcement mechanisms, accessibility measures and operator accountability. Lessons learned through this forum continue to inform the development and management of Haringey's dockless bike programme.

Recommendation 7: Analyse perception data from previous consultations.

Resident feedback received through previous consultations consistently demonstrates support for the benefits of dockless bikes, while also highlighting concerns relating to pavement obstruction, anti-social parking and pedestrian safety.

Existing perception and consultation data gathered through previous engagement activities, including the Kerbside Strategy, EV Strategy, and Transport Strategy, provides a valuable evidence base on residents' and stakeholders' views regarding transport priorities, street space allocation, parking, and sustainable travel.

Officers will review and analyse the relevant findings from these consultations to identify common themes, trends, and areas of concern. This information will be considered alongside more recent data and engagement outcomes to help inform future policy development, decision-making, and the prioritisation of transport interventions across the borough.

This approach will help ensure that existing resident feedback is fully utilised and that future engagement builds upon, rather than duplicates, previous consultation exercises.

Recommendation 8: Consider planned changes to infrastructure and progress with dockless parking bays.

The rollout of dockless parking bays remains a key element of the Council's micromobility strategy. The programme has transitioned from a largely free-

floating model towards a hybrid parking model designed to improve parking compliance and reduce obstruction.

Future phases will continue to prioritise stations, town centres, borough boundaries and identified hotspot locations. Site selection is informed by resident and councillor suggestions, user demand and operator data.

The expansion of the parking network will continue to support safer and more orderly parking across the borough. We aim to increase our dockless parking bays by an extra 200 bays by the end of 2027.

Recommendation 9: Consider any other infrastructure plans and include liaison with officers at TfL as part of their evidence gathering.

The Council recognises the importance of considering related infrastructure programmes and investment plans as part of its evidence gathering. This will help ensure that transport recommendations are informed by a comprehensive understanding of current and planned schemes across the borough and wider transport network.

As part of this process, officers will continue to liaise with Transport for London (TfL) and other relevant partners to gather evidence, understand emerging priorities, and identify opportunities for collaboration and funding. This engagement will help ensure that the Panel's considerations are aligned with regional transport objectives and informed by the latest available information on transport infrastructure delivery.

Recommendation 10: That the Panel considers an update on the progress of the work being done to increase the visibility of walking routes.

Promoting walking as a safe, attractive and accessible mode of travel remains a key objective of the Council's transport policies.

The Panel will receive an update on the work being undertaken to improve the visibility and accessibility of walking routes across the borough. This will include progress on initiatives aimed at enhancing wayfinding, promoting key walking corridors and neighbourhood routes, and encouraging greater uptake of walking for everyday journeys. The update will also provide an opportunity to consider future measures that could further support walking as part of a healthier, more sustainable transport network.

Recommendation 11: Consider the key areas highlighted by residents for potential site visits and also cross reference these with the collision data provided at the February 2026 meeting.

Officers will consider the key locations and issues highlighted by residents through previous engagement and consultation activities when identifying potential sites for visits as part of the review.

To ensure that site visits are informed by both community experience and objective evidence, the locations identified by residents will be cross-referenced with the collision data presented to the Panel at its February 2026 meeting. This will help the Panel to better understand the relationship between perceived and recorded road safety issues and to focus its attention on locations where concerns and collision trends may align.

This evidence-led approach will support the Panel in developing a more comprehensive understanding of local transport and road safety challenges and will help inform any recommendations arising from its review.