

Report for: Head of Highways and Parking following consultation with the Cabinet Member for Tackling Inequality and Resident Services and the Cabinet Member for Climate Action, Environment and Transport.

Title: Proposed Change of speed limit from 30mph to 20mph

Report authorised by: Simi Shah, Group Manager for Traffic and Parking Projects

Report Author/s: Bethlehem Girma, Senior Engineer, Parking Policy and Projects

Ward(s) affected: Fortis Green, Tottenham Hale, Noel Park, White Hart Lane, Woodside, West Green, Bruce Castle, Muswell Hill, Hornsey, Crouch End,

**Report for Key/
Non-Key Decision:** Non-Key decision

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 31 July 2024 to 21 August 2024 on the proposal to change the speed limit of 9 roads, from 30mph to 20mph at various locations in the Borough.
- 1.2 To request approval to proceed with the implementation of all the proposed changes having considered objections and submissions.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

The Head of Service for Highways and Parking, following consultation with the Cabinet Member for Tackling Inequality and Resident Services and the Cabinet Member for Climate Action, Environment and Transport is asked to:

- 3.1 Consider the objections and submissions received during the statutory consultation on the proposals set out in Table 1, Section 6 and officer responses to each objection theme set out in Table 2, section 6 of this report.
- 3.2 Agree that the Council shall exercise its discretion to not cause a public inquiry to be held for the reasons set out in paragraph 6.12 and 6.13 of this report.
- 3.3 Having considered the proposals, objections and responses to the statutory consultation, alongside officer comments, and having due regard to the needs set out in Section 149 (public sector equality duty) of the Equality Act 2010, approve:
 - To proceed with the implementation of 20mph speed limits on the following roads:
 1. Great North Road N2/N6: From a point outside the common boundary of No.2/4 Great North Road N6, northwest to the boundary with the London Borough of Barnet.

2. Ferry Lane N17: From a point approximately 15 metres east of the junction with Station Road, east to the boundary with the London Borough of Waltham
3. Fortis Green N2/N10: From its junction with Queens Avenue, west to the boundary with the London Borough of Barnet.
4. Lordship Lane N17/N22: High Road N17 to High Road N22 / entire length except for a small section of the red route at the junction of Bruce Grove.
5. Muswell Hill N10: From its junction with the Muswell Hill Broadway roundabout to its junction with Park Road/Priory Road.
6. Priory Road: From its junction with Muswell Hill/Park Road to its junction with Middle Lane/High Street.
7. The Roundway N17: From its junction with Waltheof Gardens to its junction with Lordship Lane.
8. Boreham Road N22: From its junction with Lordship Lane to its junction with Westbury Avenue.
9. Westbury Avenue N22: From its junction with Lordship Lane to its junction with High Road/Green Lanes

- 3.4 Approve the total estimated implementation cost of £25k which includes consultation, inventory survey, design, traffic management orders, supply, and installation of the signs and road markings. The costs will be fully met from the Road Danger Reduction budget from SCIL.

4 Reasons for decisions

- 4.1 Most of Haringey's roads are subject to a maximum speed limit of 20mph. A small number of roads are 30mph, and we have two roads that are currently 40mph. We are committed to reducing speeds to 20mph boroughwide as studies undertaken at national and international levels have shown that a person is more likely to suffer from serious injuries and death if hit by a vehicle driven at 30mph compared to 20mph.
- 4.2 Each year in Haringey, we see around 700 people injured in road collisions. Of these, a significant number suffer serious injuries. Over the last five years, tragically, 15 people have lost their lives on our roads. Every death and serious injury leave a lasting impact on families, friends, and communities. We are committed to addressing this issue. Lowering speeds in Haringey is one of many measures that will help us reach our Vision Zero goal, which aims to eliminate deaths and serious injuries from our roads by 2041.
- 4.3 Reducing speed limits also has a wider benefit; they help make an area feel safer and more attractive, encouraging more people to walk and cycle.
- 4.4 The proposals contained within Table 1 section 6 impact 2 or more wards; however, in assessing the proposals, officers conclude that the proposed changes are not likely to be significant in terms of their effects on communities living or working in the area. Therefore, approval can be sought through Delegated authority following consultation with the Cabinet Member for Tackling Inequality and Resident Services and the Cabinet Member for Climate Action, Environment and Transport to make the relevant traffic management orders and implement the recommendations.

5 Alternative options considered

- 5.1 A "Do Nothing" approach was considered but not recommended. This option was rejected as it would not deliver an improvement to road safety and so the Council would not be discharging its duty under section 39 of the Road Traffic Act 1988 to "take steps to prevent accidents". By not

lowering speeds in Haringey, the Borough is unlikely to achieve the shared Vision Zero goal, which aims to eliminate deaths and serious injuries on our roads by 2041.

6 Background Information

- 6.1 The Council embarked on a new safety programme in 2022 to help Haringey deliver the Mayor of London's Vision Zero, which aims to eliminate all deaths and serious injuries from London's transport network by 2041.

This programme covers four key areas:

- Safe Speeds to reduce the likelihood and severity of collisions,
- Safe Streets to help people feel safe to use Haringey's streets freely and encourage active and sustainable travel modes,
- Safe Vehicles to ensure those driving on local roads are operating as safely as possible, and
- Safe Behaviour that encourages everyone travels safely and is aware of other road users' needs.

- 6.2 The changes to speed limit from 30mph to 20mph is firmly placed within the Safe Streets objective; helping people feel safe to use Haringey's streets freely and encourage active and sustainable travel modes. The following roads were proposed for their speed limit to be reduced from 30mph to 20mph.

Table 1

Refer ence	Location	Description	Reason for proposed change
1	Ferry Lane: from its junction with Station Road, to the boundary with the London Borough of Waltham Forest	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
2	Fortis Green: From its junction with Queens Avenue, west to the boundary with the London Borough of Barnet.	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
3	Lordship Lane: High Road N17 to High Road N22 / entire length except for a small section of Red Route at the junction of Bruce Grove.	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
4	Muswell Hill: From its junction with the Muswell Hill Broadway roundabout to its junction with Park Road/Priory Road.	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
5	Priory Road: From its junction with Muswell Hill/Park Road to its junction with Middle Lane/High Street.	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
6	Westbury Avenue: From its junction with Lordship Lane to its junction with High Road/Green Lanes.	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
7	Boreham Road From its junction with Lordship Lane to its junction with Westbury Avenue	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
8	The Roundway: From its junction with Waltheof Gardens to its junction with Lordship Lane.	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions
9	Great North Road: From a point outside the common boundary of No.2/4 Great North Road N6, northwest to the boundary with the London Borough of Barnet.	Introduce 20mph speed limit	To improve road safety and reduce fatalities and serious injuries from road collisions

6.3 Plans, which show the layout of the proposals, are provided in **Appendix 1** of this report.

Statutory Consultation

6.4 Statutory consultation commenced on 31 July 2024 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice was erected on site in each of the affected streets. The closing date for representations and comments was 21 August 2024.

- 6.5 Although not a legal requirement, statutory notification letters informing of the proposals and process were also posted to street frontages for the proposed changes to speed limits. **Appendix 2** contains a copy of the statutory notification letter delivered to affected frontages.
- 6.6 As part of the statutory process, the following statutory bodies were also notified, some as required by the Local Authorities Traffic Orders Procedures (England and Wales) Regulations 1996 ("LATOR"):
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign

Responses to Consultation

- 6.7 A total of 1250 properties were written to notify their occupants of the statutory consultation and how they could object should they wish to. A total of 194 representations from residents, businesses and other stakeholders were received, comprising 62 objections, 125 submissions in favour and 7 comments.
- 6.8 From the statutory bodies consulted, Metropolitan Police responded to the consultation which confirms they do not object to any of the proposals. With regards to the 20mph speed limit proposed for The Roundway they have stated that whilst the speed data shows average speeds are within 24mph, the data shows the 85th percentile speed (speed at which 85 out of 100 drivers/riders were captured at) is significantly higher than the proposed 20mph. Given that this location is a dual carriageway with two traffic lanes they considered the planned engineering measures may not be sufficient and may need further measures before enforcement action can be considered by the Met Police. They are of the view that a more robust scheme may be needed to automatically generate compliance to the reduced speed limit. Officers accept that the look and feel of the road will not change with just signage, but want to act now and monitor the speeding before consulting and implementing more robust measures (if required) which will take time to consult and implement. This may need to include physical measures such as road humps to force drivers to slow down.
- 6.9 125 responses were received supporting the introduction of 20mph speed limits to the proposed roads.
- 6.10 Table 2 below summarises the objections received; these have been grouped by the reasons provided for the objections, and an officer response to each reason for the objection is provided. All the responses received are outlined in **Appendix 4** of this report.

Table 2

Theme of objection.	No. of objections referencing this theme	Officer response
The proposed change will increase or cause more traffic leading to congestion	20	Research in the UK has shown that in areas with mixed traffic (e.g., cars, buses, cyclists, pedestrians), reducing speed limits can help reduce speed differences between vehicles. This can lead to smoother traffic flow. When vehicles travel at similar speeds, it can minimise stop-and-start driving, which is often a contributor to congestion.
The proposed change will increase pollution from more traffic	7	In general, when introducing a 20mph speed limit, the effect on emissions is likely to be neutral to a slight improvement over existing levels in residential settings, especially when combined with efforts to improve active transport and reduce car dependency.
Introducing a 20mph limit is not needed on these roads	14	Speed surveys undertaken show that, on average, vehicles using these roads currently travel at, or close to, the proposed lowered 20mph speed limit. This proposed change will bring these roads in line with the speed limit of the surrounding network of roads to improve road safety, journey time reliability and a safer network for all users.
Make all roads in Haringey 30mph	10	We are committed to reducing speeds to 20mph boroughwide as studies undertaken at national and international levels have shown that a person is more likely to suffer from serious injuries and death if hit by a vehicle driven at 30mph compared to 20mph. Lowering speed limits across the borough will help Haringey deliver the Mayor of London's Vision Zero, which aims to eliminate all deaths and serious injuries from London's transport network by 2041.
Introducing a 20mph speed limit will encourage vehicles to speed	1	The current speeds are already at or close to 20mph so signing these roads at 20mph is unlikely to encourage higher speeds.
The proposals will lead to more road collisions happening on Haringey Roads	7	Overall, 20mph speed limits generally reduce road collisions, especially in areas with high pedestrian and cyclist activity. There is sufficient evidence to suggest that

Theme of objection.	No. of objections referencing this theme	Officer response
		lower speed limits lead to fewer collisions and less severe injuries.
These proposals are a money-making exercise by Haringey Council	3	The changes to the speed limit from 30mph to 20mph are simply proposed to reduce vehicle speeds on Haringey's roads which hopefully will help reduce injuries sustained road traffic collisions. The proposed changes are not aimed at making money but to help Haringey meet its commitment to achieving vision zero by 2041, which aims to eliminate all deaths and serious injuries from the borough's transport network by 2041.

6.11 After considering the statutory consultation responses and taking appropriate adjustments to proposals, officers are recommending that the Council progresses with imposing 20mph speed limits on all 9 roads as set out in section 3.3.

6.12 It is noted that the Local Authorities Traffic Orders Procedures (England and Wales) Regulations 1996 ("LATOR") sets out when local authorities should hold a public inquiry and when it has the discretion of whether or not to hold a public inquiry prior to the making of a TMO. The order does not prohibit loading/unloading at any time and so there is no *obligation* to hold a public inquiry for that reason as set out under 9(4)(b) LATOR. In addition, the order does not prohibit or restrict the passage of public service vehicles, and so there is no *obligation* to hold a public inquiry for that reason as well, but the Council has a discretion whether or not to do so.

6.13 This report does not include the recommendation to hold a public inquiry on account of the above, no objections being provided to errors within TMO documents or with the TMO process, the wider support for the project and that the project will contribute towards improved safety and road danger reduction and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

7 Contribution to strategic outcomes

7.1 The proposals will support the delivery of the Council's Road Danger Reduction Action Plan action and [Transport Strategy](#), by improving road safety.. The proposals also support the high-level strategic priority outcomes contained within the Corporate Delivery Plan:

- Theme 1: Resident experience, participation and collaboration
- Positive Resident Experience
- Inclusive Public Participation

8 Carbon and Climate Change

- 8.1 Driving at slower speeds can reduce fuel consumption and emissions, especially in urban areas with frequent stop-and-go traffic. This is particularly true in older vehicles, which are less fuel-efficient at higher speeds. With fewer cars speeding and idling, the overall air quality can improve, which is beneficial for public health.
- 8.2 A 20mph speed limit, particularly in urban and residential areas, can significantly improve road safety, encourage healthier lifestyles, reduce environmental impact, and contribute to the overall well-being of communities. It is a simple but effective measure that balances the needs of all road users—drivers, pedestrians, and cyclists—and fosters a more sustainable, liveable environment.

9 Comments of the Chief Financial Officer

- 9.1 This report seeks approval for the recommendations listed under section 3 of this report.
- 9.2 This proposed capital works is estimated to cost c.£25k and will be funded by capital scheme 338 – Road Casualty Reduction with a total 2025/26 capital budget of £9501,033k. This scheme is financed via SCIL.

10 Comments of the Head of Legal Services and Governance

- 10.1 The Council has the power under section 84 (1) of Road Traffic Regulation Act 1984 (RTRA) to prohibit driving motor vehicle on a road at a speed exceeding that specified in an order. Section 84 does not apply to a special road which is open for use as a special road.
- 10.2 Under section 39 (2) (a) of Road Traffic Act 1988 (RTA) a local highway authority must prepare and carry out a programme of measures designed to promote road safety. Under section 39 (3)(b) a local authority must “take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class of description of road users, the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads ...”
- 10.3 The Council must also have regard to Department for Transport guidance entitled “Setting local speed limits” updated 17 March 2004 when making final decisions about setting speed limits.
- 10.4 By virtue of section 122 of RTRA, the Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
 - The desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenities.
 - The national air quality strategy.
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - Any other matters appearing to the Council to be relevant.
- 10.5 Prior to making any order the Council must carry out the consultations as set out in Schedule 9 of the RTRA and Regulations 6 and 7 of the Local Authority Traffic Orders Procedure Regulations 1996. A consultation will not be lawful unless (1) it is undertaken at a time when

proposals are still at a formative stage; (2) it includes sufficient reasons for any proposal to permit an intelligent consideration and response ; (3) adequate time has been given for such consideration and response; and (4) the product of consultation must be conscientiously taken into account in finalising any statutory proposals

10.6 Having carried out the statutory consultation, the Council can proceed with the recommendations set out in this report.

11 Equalities Comments

11.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and, victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

11.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

11.3 The proposed decision is to proceed with the introduction of the 20 mph speed limit in roads set in Appendix 1 and agree for the Traffic Management Order to be made for these, under sections 6 and 124 of the Road Traffic Regulation Act 1984.

11.4 The proposed reductions to speed limits will improve road safety and reduce fatalities and injuries. This will have a positive impact on children, older people and disabled people, who are disproportionately at risk from road and traffic accidents.

11.5 Lowering the speed limit can also encourage the uptake of sustainable transport choices, reduces CO2 emissions, improves air quality and encourage healthy lifestyles. This will have a positive impact for young people, older people and disabled people, who are disproportionately affected by air pollution.

11.6 A statutory consultation commenced on 31 July 2024 for a period of 21 days. A Notice of Proposal was published in local newspapers and the notice was erected on site in each of the affected streets. Notification letters informing of the proposals and process were posted to street frontages on the affected streets. A total of 1250 properties were written to notify occupants of the consultation and how they could object, with responses accepted online or via email or post to ensure accessibility.

11.7 The majority of objections received for the proposed change in speed limits have not been upheld, as they did not present any substantial reasons why the speed limits should not be reduced, nor were there any objections received stating there were errors in the traffic management order notices or processes undertaken by Haringey Council.

12 Appendices

Appendix I – Plans showing proposed 20 mph speed limits

Appendix 2 - Statutory Consultation letter delivered to affected frontages.

Appendix 3 - Statutory Consultation Notice of Proposal Published

Appendix 4 – List of all responses received

Appendix I

Plans showing proposed 20 mph limits



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LONDON BOROUGH OF HARINGEY

PROJECT

Conversion of Existing 30mph to 20mph
Road Danger Reduction Programme

DESIGNED

EJB

DATE

June 24

CHECKED

DATE

REVIEWED

DATE

APPROVED

DATE

TITLE

Conversion of Cherry Tree - Great North Road - 30mph to 20mph

SCALE

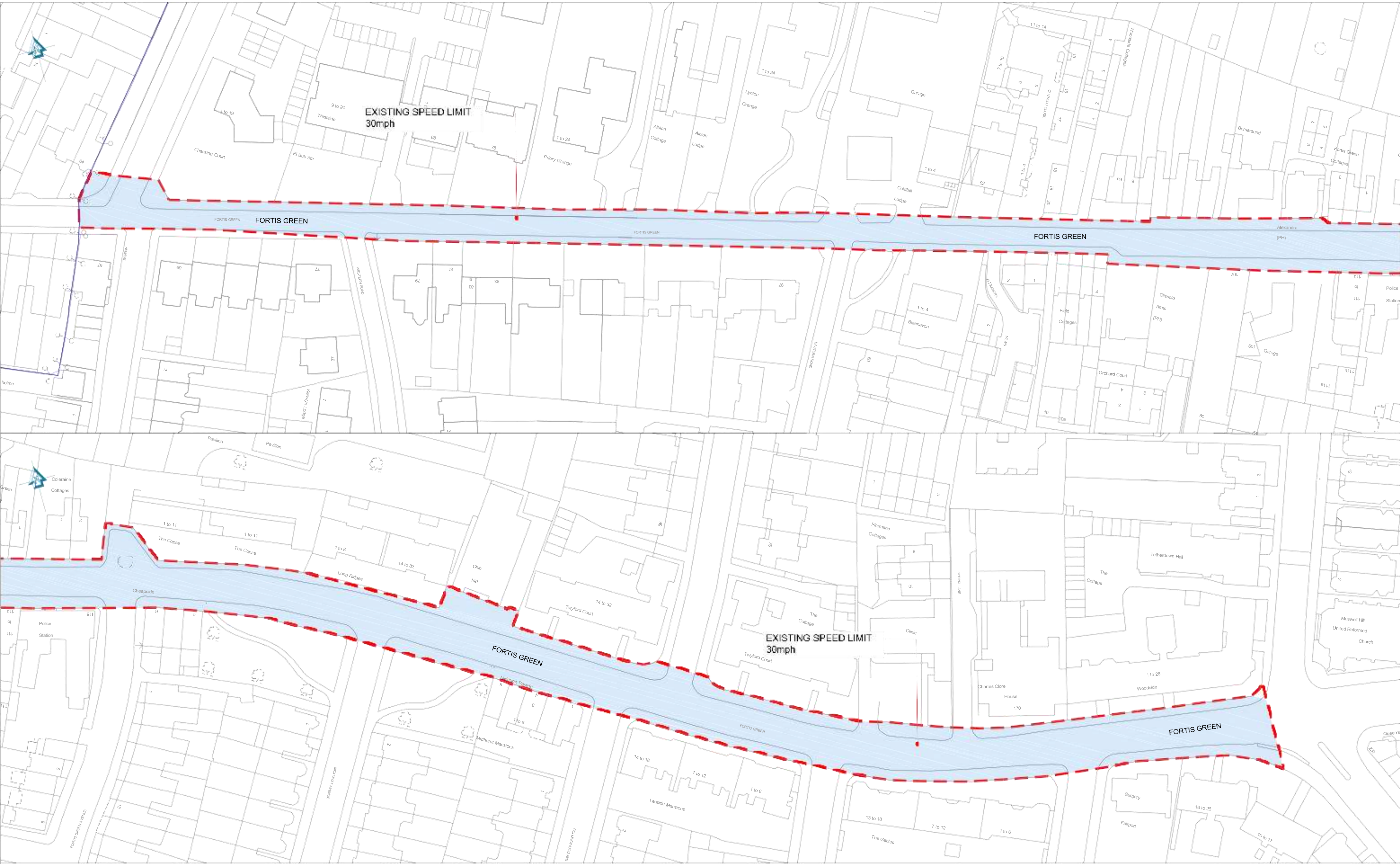
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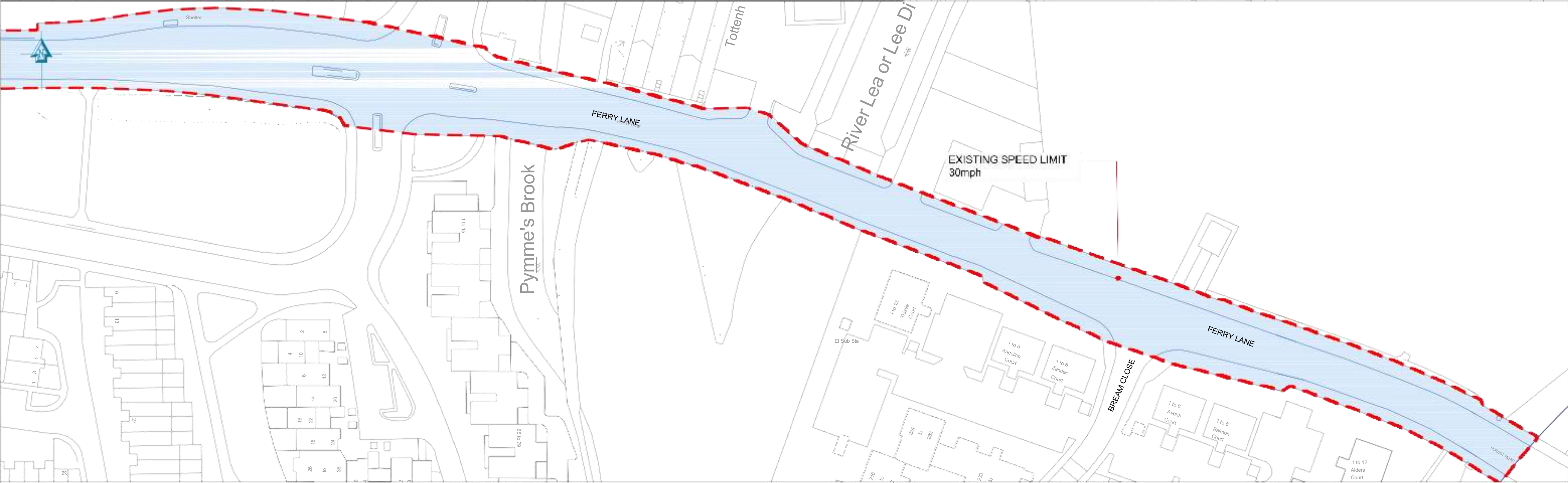
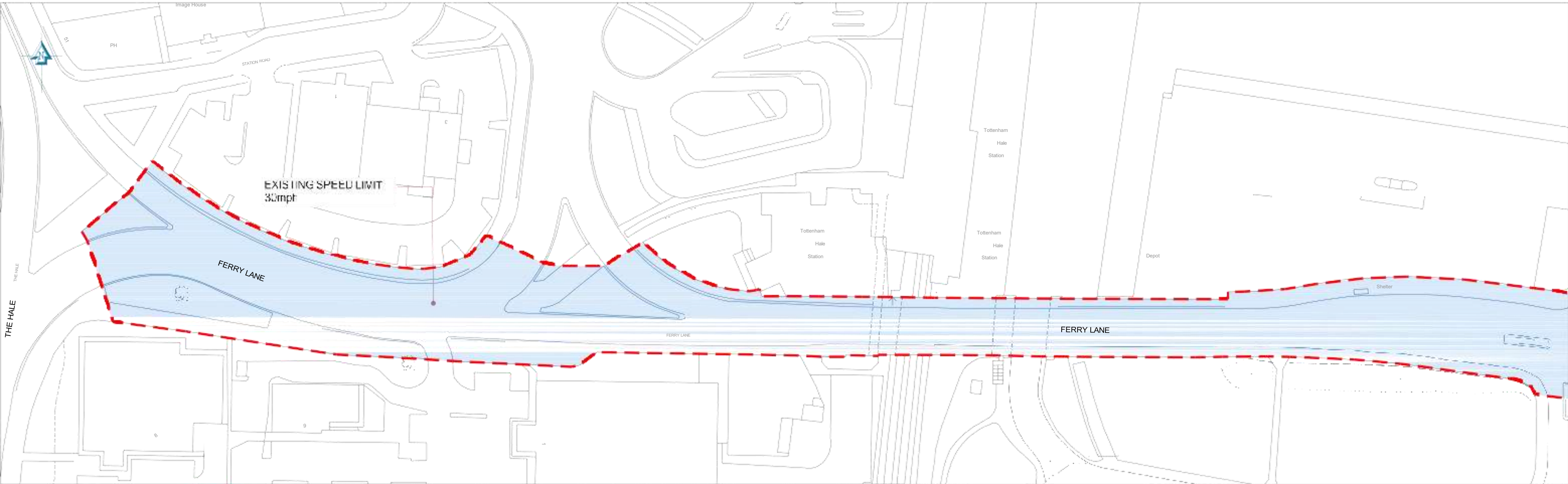
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PROJECT Conversion of Existing 30mph to 20mph Road Danger Reduction Programme			
DESIGNED EJB	CHECKED	REVIEWED	APPROVED
DATE June 24	DATE	DATE	DATE

TITLE Conversion of Fortis Green - 30mph to 20mph		
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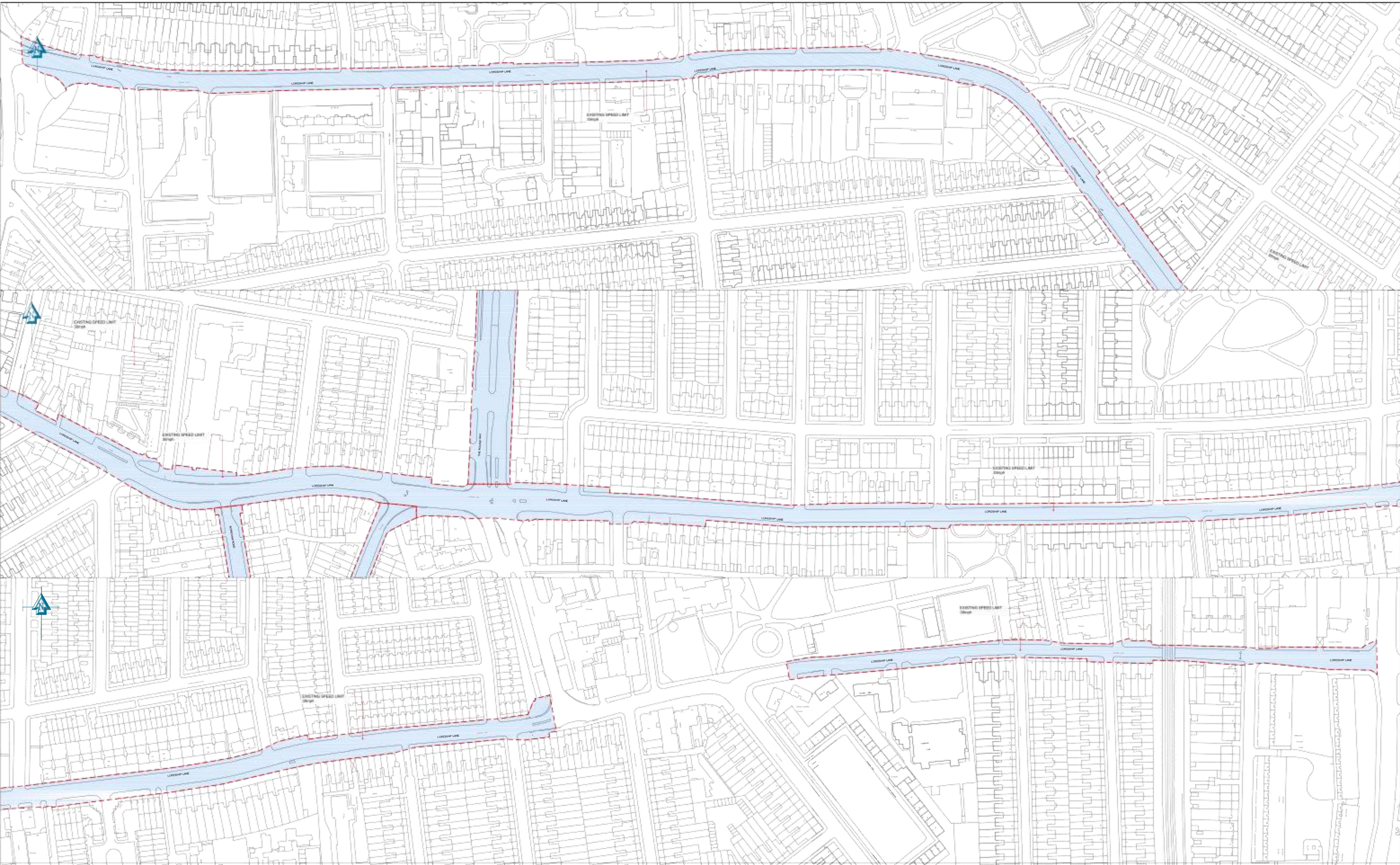
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PROJECT Conversion of Existing 30mph to 20mph Road Danger Reduction Programme			
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DATE June 24	DATE	DATE	DATE

TITLE Conversion of Ferry Lane - 30mph to 20mph		
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PROJECT

Conversion of Existing 30mph to 20mph
Road Danger Reduction Programme

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DATE

TITLE

Conversion of Lordship Lane - 30mph to 20mph

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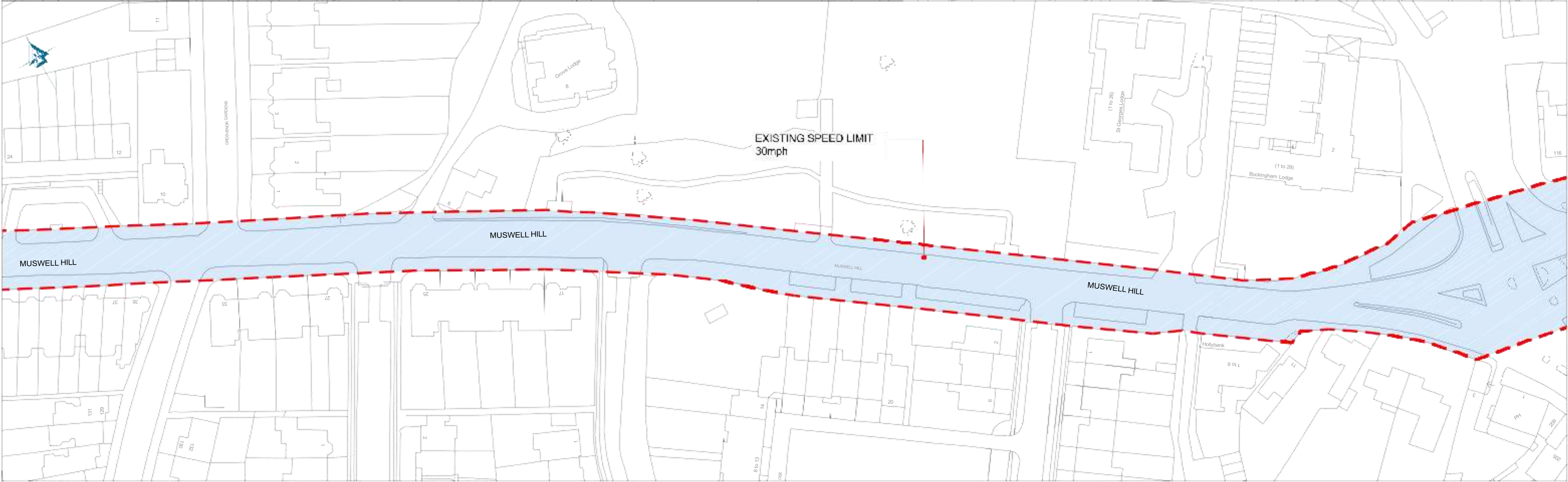
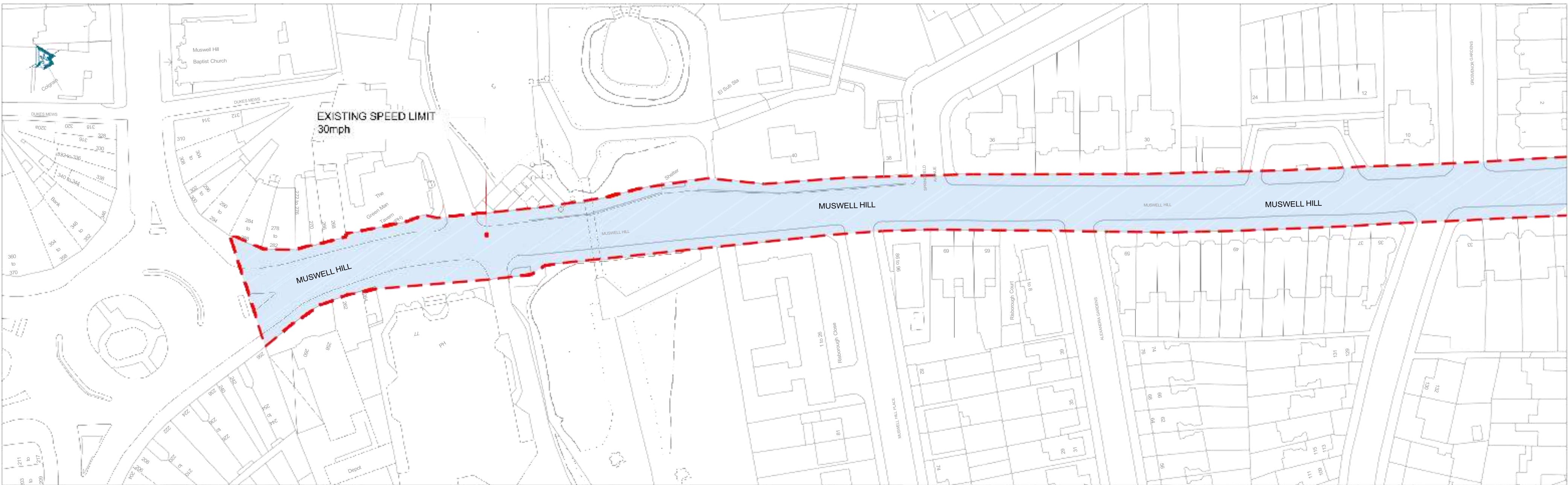
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Conversion of Existing 30mph to 20mph
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TITLE

Conversion of Muswell Hill - 30mph to 20mph

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DATE

TITLE

Conversion of Priory Road - 30mph to 20mph

SCALE

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TITLE

Conversion of The Roundway - 30mph to 20mph

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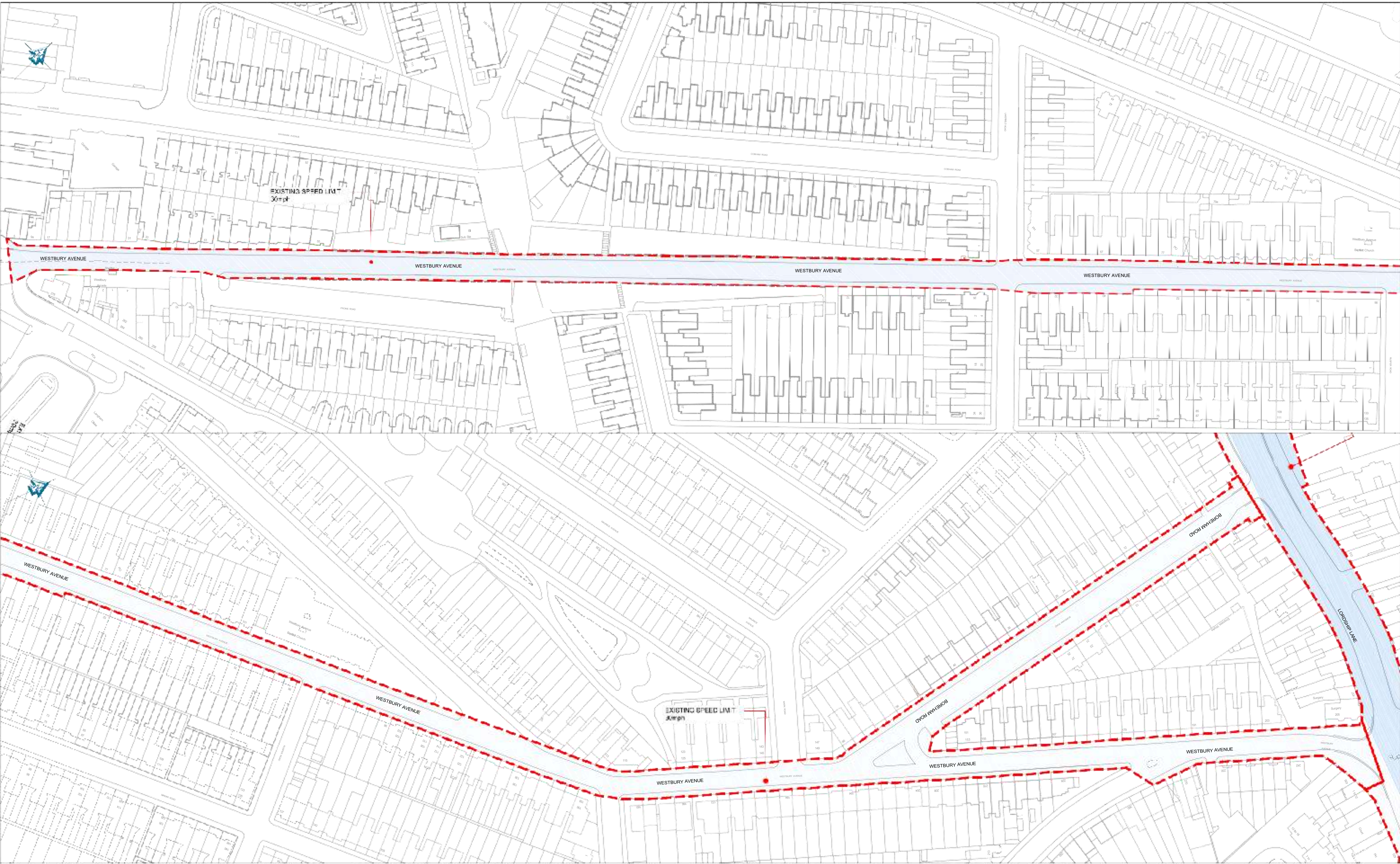
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TITLE

Conversion of Westbury Avenue - 30mph to 20mph

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Appendix 2

Statutory Notification letter delivered to affected frontages.

Statutory Consultation

Proposed change of Speed Limit from 30mph to 20mph on *Road Name*

Dear Resident or Business,

Most of Haringey's roads are subject to a maximum speed limit of 20mph. A small number of roads are 30mph and we have two roads that are currently 40mph. We are committed to reduce speeds to 20mph boroughwide as studies undertaken at national and international level have shown that a person is more likely to suffer from serious injuries and death if they are hit by a vehicle driven at 30mph compared to 20mph.

Each year in Haringey, we see around 700 people injured in road collisions. Of these, a significant number suffer serious injuries. Over the last five years, tragically, 15 people have lost their lives on our roads. Every death and serious injury leave a lasting impact on families, friends, and communities. We are committed to addressing this issue. Lowering speeds in Haringey is one of many measures that will help us reach our Vision Zero goal, which aims to eliminate deaths and serious injuries from our roads by 2041.

Reducing speed limits also have a wider benefit, they help make an area feel safer and more attractive encouraging more people to walk and cycle.

We have undertaken speed surveys on all roads that have a speed limit of 30mph (eleven roads) and 40mph (one road) and found that for ten out of eleven roads that are subject to 30mph speed limit, motor vehicles are travelling at average speeds between 20mph and below 24.1mph.

As such, for these roads we are proposing to reduce the speed limit from 30mph to 20mph. As speeds are below 24.1, the intention is to just use signs and road markings to remind drivers to slow down to 20mph. Implementing 20mph on these 10 roads will allow us to expand 20mph speed limit to the whole borough, except two roads which will be reviewed this year and will be consulted on separately.

Therefore the following roads are proposed to be changed from 30mph to 20mph:

- Cherry Tree - Great North Road: From Archway Road to borough boundary
- Colney Hatch Lane: Muswell Hill to borough boundary
- Ferry Lane: Broad Lane to borough boundary
- Fortis Green: Muswell Hill Broadway to borough boundary
- Green Lanes: Turnpike Lane to borough boundary
- Lordship Lane: High Road N17 to High Road N22 / entire length except for small section of red route at junction of Bruce Grove
- Muswell Hill: from Muswell Hill Roundabout to junction of Park Road/Crouch End
- Priors Road: From junction of Park Road/Crouch End to High Street (N8) Junction with Middle Lane
- The Roundway: Lordship Lane to A10 The Roundway (Red Route)

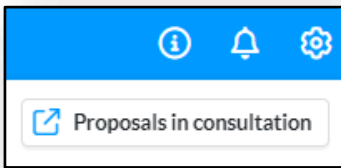
- Westbury Avenue: High Road N22 to Lordship Lane including Boreham Road

We are now contacting you to let you know when statutory consultation will commence for the proposed changes and how you can participate.

Next Steps

The statutory consultation on the new limit will commence on **Wednesday Day/Month 2024** and includes advertising the proposals in the local newspaper, and displaying public notices on street. This provides a 21-day period for anyone wishing to object or provide a submission to the proposals.

To view proposed changes please visit the Councils online portal for statutory consultation: <https://consultation.appyway.com/haringey>. The proposals can be found by clicking the 'proposals in consultation' button in the top right-hand corner (shown in image below). This will bring up under the 'Active Consultations' heading all the proposals that the Council is currently consulting on. To view the **speed limit proposals** click on '**Insert Tmo Reference Here**'.



To object or provide a submission please click the 'submit feedback' button. Alternatively, you can email the Council at traffic.orders@haringey.gov.uk or you can write to us at the postal address shown on this letter. Please ensure that **Change of Speed Limit from 30mph to 20mph** is included within the subject title of your email or letter.

The closing date for objections and submissions to be received by the Council via email or post is **Wednesday Day/Month 2024.**

If you have any questions regarding the scheme, please contact us:
frontline.consultation@haringey.gov.uk.

What Happens Next?

At the end of the statutory consultation period, all objections and submissions will be considered by the council before a decision is made on whether to introduce the proposed changes. I will write to you again to inform you of this decision and timescales for implementing the changes should they be approved.

Yours faithfully,

A handwritten signature in dark ink that reads 'A Cunningham'.

Highways and Parking

Highways and Parking
Alexandra House
Level 4
10 Station Road
Wood Green
London N22 7TR

020 8489 1000

www.haringey.gov.uk

Appendix 3

Statutory Consultation Notice of Proposal Published

PROPOSED 30MPH TO 20MPH SPEED LIMIT SCHEME – VARIOUS ROADS

The Haringey (Moving Traffic Restrictions) (Amendment No. ***) Order 202*

T19

Notice is hereby given that the Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The general effect of order will be to implement a 20mph Speed Limit on the lengths of road detailed in the table below:

Road	Description
Great North Road N6/N2	From a point outside the common boundary of No.2/4 Great North Road N6, northwest to the boundary with the London Borough of Barnet.
Ferry Lane N17	From a point approximately 15 metres east of the junction with Station Road, east to the boundary with the London Borough of Waltham Forest.
Fortis Green N2/N10	From its junction with Queens Avenue, west to the boundary with the London Borough of Barnet.
Lordship Lane N17	From its junction with High Road N17 to its junction with Bruce Grove.
Lordship Lane N17/N22	From a point outside No.80 Lordship Lane N17, west to its junction with High Road N22.
Muswell Hill N10	From its junction with the Muswell Hill Broadway roundabout to its junction with Park Road/Priory Road.
Priory Road N8	From its junction with Muswell Hill/Park Road to its junction with Middle Lane/High Street.
The Roundway N17	From its junction with Waltheof Gardens to its junction with Lordship Lane.
Boreham Road N22	From its junction with Lordship Lane to its junction with Westbury Avenue
Westbury Avenue N22	From its junction with Lordship Lane to its junction with High Road/Green Lanes.

A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey> Alternatively, an appointment can be made, by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2024-T19**, by 21st August 2024.

Dated: 31st July 2024

Ann Cunningham
Head of Highways and Parking

Appendix 4

List of all responses received

Original Feedback Date	Responder Type	Address Line 1	City	Post Code	Feedback Category
08/21/2024 21:48:29 +01:00	Commuter	Brunel university london	Uxbridge	Ub8 2tf	Safety
08/21/2024 21:45:02 +01:00	Resident	Barratt Avenue	LONDON	N22 7EZ	Disturbance
08/21/2024 21:17:08 +01:00	Resident	Kitchener Road	London	N17 6DX	Safety
08/21/2024 20:16:25 +01:00	Other	Twyford Court	London	N10 3ES	Safety
08/21/2024 19:31:41 +01:00	Resident	Lordship Lane	LONDON	N17 7QS	Safety
08/21/2024 16:59:46 +01:00	Resident	Hale Wharf, Ferry Ln	London	N17 9LW	Traffic
08/21/2024 16:30:29 +01:00	Resident		London	N4 1EJ	Safety
08/21/2024 15:15:37 +01:00	Resident	Ferne Park Road	London	N8 9SE	Disturbance
08/21/2024 00:58:44 +01:00	Resident	MANSFIELD HEIGHTS, GREAT NORTH ROAD	LONDON	N2 0NY	Safety
08/20/2024 22:50:48 +01:00	Resident	high road	london	n15 4ns	Safety
08/20/2024 22:12:03 +01:00	Resident	Sandringham Road,	London	N22 6RB	Environmental

08/20/2024 17:02:48 +01:00	Resident	The Roundway	London	N17 7HH	Traffic
08/20/2024 16:36:15 +01:00	Resident	Station Mansions	London	N8 0NA	Safety
08/20/2024 14:34:25 +01:00	Visitor	Cromwell Tower	London	EC2Y 8DD	Safety
08/20/2024 13:01:47 +01:00	Resident	Newlyn Road	London	N17 6RX	Traffic
08/20/2024 12:51:58 +01:00	Resident	Angelica Court,	London	N17 9BP	Traffic
08/20/2024 12:23:52 +01:00	Resident	Clonmell Road	London	N17 6JY	Safety
08/20/2024 09:46:09 +01:00	Resident	Winton Ave	London	N11 2AT	Safety
08/19/2024 20:53:10 +01:00	Resident	Church Lane	London	N8 7BU	Traffic
08/19/2024 09:16:51 +01:00	Resident		London	N22 5BY	Safety
08/18/2024 21:50:40 +01:00	Resident	Boreham Road	London	N22 6SL	Safety
08/18/2024 21:49:32 +01:00	Resident	Boreham road	London	N22 6SL	Safety
08/17/2024 10:28:33 +01:00	Resident	Boreham Road	London	N22 6SL	Safety
08/16/2024 10:05:08 +01:00	Resident	Fortis Green Avenue	London	N2 9NA	Traffic
08/16/2024 00:11:14 +01:00	Resident	Handsworth Road	London	N17 6DE	Safety

08/15/2024 23:58:56 +01:00	Resident	Priory Rd	Hornsey	n8 8ly	Safety
08/15/2024 23:06:40 +01:00	Resident	Rosebery Avenue	London	N17 9SD	Safety
08/14/2024 16:36:54 +01:00	Resident	Westbury Avenue	London	N22 6RT	Safety
08/14/2024 13:16:16 +01:00	Resident	Trinity Road	London	N22 8LB	Safety
08/14/2024 12:56:12 +01:00	Resident	Lordship Lane	London	N17 7QY	Traffic
08/14/2024 08:44:27 +01:00	Other	Brampton Road	London	N15 3SX	Safety
08/13/2024 22:40:00 +01:00	Resident	Beresford Rd	London	N8 0AJ	Safety
08/13/2024 18:31:44 +01:00	Resident	Foyle Road	London	N17 0NL	Environmental
08/13/2024 18:06:35 +01:00	Resident	Long Ridges	London	N2 9HN	Traffic
08/13/2024 16:26:46 +01:00	Resident	Cecile Park	Crouch End	N8 9AS	Traffic
08/13/2024 15:45:36 +01:00	Resident	Andrula Court	London	N22 5LJ	Disturbance
08/13/2024 08:54:11 +01:00	Resident	Lordsmead Road	London	N17 7ey	Safety
08/12/2024 23:09:26 +01:00	Resident	Chatto Mansions,	London	N10 3FB	Traffic
08/12/2024 19:08:40 +01:00	Resident	North View Road	London	N8 7LN	Traffic
08/12/2024 18:51:03 +01:00	Resident	Muswell Hill Place	Haringey	N10 3RR	Other
08/12/2024 13:28:41 +01:00	Resident	Willingdon Road	London	N22 6SG	Traffic

08/12/2024 12:38:47 +01:00	Resident	Priory Avenue	London	N8 7RP	Traffic
08/12/2024 11:58:25 +01:00	Resident	Isobel Place	London	N15 4FP	Other
08/12/2024 10:30:30 +01:00	Resident	Carysfort Road	London	N8 8RB	Safety
08/12/2024 10:03:50 +01:00	Resident		London	N17 6UY	Environm ental
08/12/2024 09:50:58 +01:00	Resident	Middle Lane	London	N8 8PE	Traffic
08/12/2024 08:56:17 +01:00	Resident	Myddleton Road	London	N22 8NR	Traffic
08/12/2024 08:39:45 +01:00	Resident	Sheldon Ave	London	N6 4ND	Safety
08/11/2024 20:17:56 +01:00	Resident	Cascade Avenue	London	N10 3PS	Other
08/11/2024 17:49:23 +01:00	Resident	Linzee Road	London	N8 7RE	Traffic
08/11/2024 14:56:25 +01:00	Resident	Bruce Castle Road	London	N17 8NJ	Traffic
08/11/2024 09:37:09 +01:00	Business	Paisley Road	Woodgree n	N22 5ra	Traffic
08/11/2024 09:12:17 +01:00	Resident	Linzee Road	London	N8 7RE	Traffic
08/10/2024 16:30:13 +01:00	Resident	Lothair Road South	LONDON	N4 1EN	Traffic
08/10/2024 14:15:36 +01:00	Resident	Bury Road	London	n22 6hx	Traffic
08/10/2024 14:13:58 +01:00	Resident	Lymington Ave	London	N22 6JQ	Traffic
08/10/2024 14:11:47 +01:00	Resident	Bedford Road	London	N15 4HA	Traffic

08/10/2024 13:54:23 +01:00	Resident	Miles Rd	London	N8 7SJ	Other
08/10/2024 13:15:45 +01:00	Commuter	Halsted gardens	London	N21 3DX	Safety
08/10/2024 11:49:47 +01:00	Resident	Eade Road	London	N4 1DH	Traffic
08/10/2024 11:14:43 +01:00	Visitor	Girdlestone walk	London	N19 5DW	Safety
08/10/2024 10:41:53 +01:00	Resident	Downhills Avenue	London	N17 6LG	Traffic
08/10/2024 10:08:32 +01:00	Resident	Mattison Road	London	N4 1BG	Safety
08/10/2024 09:57:13 +01:00	Resident	Cranleigh Road	Tottenham	N15 3AD	Traffic
08/10/2024 08:56:43 +01:00	Resident	Whitley Road	London	N17 6RJ	Traffic
08/10/2024 08:56:21 +01:00	Resident		London	N22 5dj	Traffic
08/10/2024 08:53:26 +01:00	Resident	Moselle avenue	London	N22 6es	Traffic
08/10/2024 08:49:33 +01:00	Resident	Moselle avenue	London	N22 6es	Traffic
08/10/2024 08:48:11 +01:00	Resident	Conway Road	London	N15 3BB	Traffic

08/10/2024 08:44:49 +01:00	Resident	Keston Road	London	N17 6PJ	Traffic
08/10/2024 08:06:47 +01:00	Business	Crouch Hill	LONDON	N8 9QH	Traffic
08/10/2024 07:55:01 +01:00	Resident	Lascotts road	London	N22 8JG	Other
08/10/2024 07:44:53 +01:00	Resident	Leinster Road	Muswell Hill	N10 3AN	Safety
08/10/2024 07:31:44 +01:00	Resident	edgecot Grove	London	N15 5HH	Traffic
08/10/2024 07:30:46 +01:00	Resident	Whitley Road	Tottenham	N17 6RJ	Other
08/10/2024 05:37:19 +01:00	Resident	Debden	London	N17 6LN	Traffic
08/10/2024 02:25:05 +01:00	Resident	Greyhound Road	Tottenham	N17 6XR	Safety
08/10/2024 00:05:09 +01:00	Resident	Pendennis Road	London	N17 6LJ	Traffic

08/09/2024 22:46:29 +01:00	Resident	Glenwood Road	London	N15 3JR	Traffic
08/09/2024 22:20:35 +01:00	Resident	Ridge Road	LONDON N8 9LG	N8 9LG	Traffic
08/09/2024 22:20:23 +01:00	Resident	Newland Road	London	N8 7SL	Traffic
08/09/2024 19:28:54 +01:00	Resident	Coppermill Heights	London	N17 9FG	Traffic
08/09/2024 19:03:31 +01:00	Resident	Dowsett Road	London	N17 9DN	Environm ental
08/09/2024 18:52:27 +01:00	Resident	Highgate Hill	London	N6 5HE	Safety
08/09/2024 18:04:21 +01:00	Resident	Kimberley Road	Tottenham	N17 9bd	Traffic
08/09/2024 17:37:46 +01:00	Resident	Raleigh Road	London	N8 0HY	Traffic
08/09/2024 16:56:59 +01:00	Resident	Adele Court, Rowland Road	London	N17 7EW	Safety
08/09/2024 16:48:56 +01:00	Resident	Southwood Hall	LONDON	N6 5UF	Safety
08/09/2024 02:41:51 +01:00	Resident	Lympne Gloucester Road	London	N17 6LU	Traffic
08/08/2024 23:23:02 +01:00	Resident	Moselle Avenue	London	N22 6ET	Traffic
08/08/2024 21:12:10 +01:00	Resident	Stanmore Road	London	N15 3PS	Environm ental
08/08/2024 21:04:37 +01:00	Resident	Nightingale Lane	London	N8 7QU	Safety
08/08/2024 20:21:13 +01:00	Resident	Finsbury Road	London	N22 8PD	Safety
08/08/2024 19:36:33 +01:00	Resident	Whitehall Street	London	N17 8BP	Traffic

08/08/2024 17:00:36 +01:00	Resident	Elsden Road	London	N17 6RY	Safety
08/08/2024 16:48:29 +01:00	Resident	Turnpike Lane	London	N8 0DU	Traffic
08/08/2024 16:36:45 +01:00	Resident	Winton Avenue	London	N11 2AR	Safety
08/08/2024 15:47:52 +01:00	Resident	Creighton Rd	London	N17 8JS	Safety
08/08/2024 15:30:55 +01:00	Resident	Stirling Rd	London	N22 5BL	Traffic
08/08/2024 15:23:24 +01:00	Resident	Queens Road	London	N11 2QU	Safety
08/08/2024 14:55:49 +01:00	Resident	Winton Avenue	London	N11 2AT	Safety
08/08/2024 14:39:08 +01:00	Resident	Shelbourne Road	London	N17 9XY	Safety
08/08/2024 14:11:11 +01:00	Resident	Brantwood Road	London	N17 0EU	Safety
08/08/2024 14:06:46 +01:00	Resident	Shelbourne Road	London	N17 9Xy	Safety
08/08/2024 13:51:00 +01:00	Resident	Langham Rd	London	N15 3NB	Traffic
08/08/2024 13:12:45 +01:00	Visitor	Gloucester Drive	London	N4 2LE	Safety
08/08/2024 12:12:31 +01:00	Resident	fairbourne road	Tottenham	N17 6tp	Safety
08/08/2024 12:12:27 +01:00	Resident	Broadwater Road	Tottenham	N17 6ET	Other
08/08/2024 11:08:55 +01:00	Resident	Boundary Road	London	N22 6AS	Safety
08/08/2024 11:05:08 +01:00	Resident	Duffield Drive	London	N15 4UH	Safety
08/08/2024 10:06:42 +01:00	Resident	Rusper Road	London	N22 6RA	Safety
08/08/2024 09:43:18 +01:00	Business	Brownlow road	New southgate	N11 2et	Traffic

08/08/2024 09:42:44 +01:00	Commuter	Holcombe Road	London	N17 9AS	Safety
08/08/2024 09:39:31 +01:00	Resident	Boundary Road	London	N22 6AD	Safety
08/08/2024 09:09:18 +01:00	Resident	Fordington Road	London	N6 4TJ	Safety
08/08/2024 09:08:07 +01:00	Resident		London	N6 5DP	Traffic
08/08/2024 09:04:20 +01:00	Resident	Palace Road	London	N8 8QP	Traffic
08/07/2024 20:34:36 +01:00	Resident	White Hart Lane	London	N17 7LS	Safety
08/07/2024 15:41:58 +01:00	Resident	Cesthunte rd	London	N17 7PU	Safety
08/07/2024 12:55:46 +01:00	Resident	Risley Avenue	London	N17 7HJ	Safety
08/07/2024 12:52:34 +01:00	Resident	Tower Gardens Road	London	N17 7QA	Traffic
08/07/2024 12:27:09 +01:00	Resident	Gospatrick Road	London	N17 7EG	Traffic
08/07/2024 11:56:38 +01:00	Resident	Tower Gardens Rd	London	N17 7QA	Safety
08/07/2024 11:47:01 +01:00	Resident	GOSPATRICK ROAD	London	N17 7EG	Safety
08/07/2024 11:24:08 +01:00	Resident	Waltheof Gardens	Tottenham	N17 7DX	Traffic

08/07/2024 11:10:54 +01:00	Resident	Risley Avenue	London	N17 7EN	Traffic
08/07/2024 09:30:08 +01:00	Resident	Muswell Hill	London	N10 3PN	Safety
08/06/2024 22:41:53 +01:00	Resident	Talbot Road	Highgate	N6 4QP	Traffic
08/06/2024 19:12:11 +01:00	Commuter	Ashford Ave	London	N8 8LN	Safety
08/06/2024 17:00:45 +01:00	Resident	Chester Road	London	N17 6BZ	Safety
08/06/2024 13:54:55 +01:00	Resident	Alexandra Mews	Muswell Hill	N2 9HA	Traffic
08/05/2024 18:49:05 +01:00	Resident	granville road	London	N22 5LY	Traffic
08/05/2024 11:57:57 +01:00	Resident	Westbury Avenue	London	N22 6RU	Disturban ce

08/05/2024 09:53:55 +01:00	Resident	Upper Tollington Park	London	N4 4DD	Safety
08/05/2024 08:04:32 +01:00	Resident	St Regis Close	London	N10 2DE	Traffic
08/04/2024 22:52:46 +01:00	Resident	Westbury Avenue	London	N22 6RS	Traffic
08/04/2024 19:42:58 +01:00	Resident	Rectory Gardens	Hornsey	N8 7PJ	Safety
08/04/2024 19:37:20 +01:00	Resident	Nightingale Lane	London	N8 7LG	Safety
08/04/2024 19:29:10 +01:00	Resident	Belmont Avenue	London	N17 6AX	Environm ental
08/04/2024 18:19:58 +01:00	Resident	The Roundway	London	N17 7HD	Traffic
08/04/2024 18:07:41 +01:00	Resident	Nightingale Lane	London	N8 7RA	Traffic
08/04/2024 17:58:30 +01:00	Resident	Dagmar Road	London	N22 7RT	Safety
08/04/2024 17:49:18 +01:00	Resident	PRIORY ROAD	London	N8 8LY	Traffic
08/04/2024 13:58:26 +01:00	Resident	lordship lane	London	N22 5la	Other
08/04/2024 12:06:07 +01:00	Resident	woodland gardens	london	N10 3UA	Traffic
08/04/2024 11:14:08 +01:00	Resident	Priory Road	London	N8 8LR	Safety
08/04/2024 10:59:30 +01:00	Resident	Coppermill Heights	Tottenham Hale	N17 9FH	Safety

08/04/2024 09:57:30 +01:00	Resident	myddleton Road	London	N22 8nq	Environm ental
08/04/2024 01:01:31 +01:00	Resident	Cavendish road	Haringey	N4 1rs	Traffic
08/03/2024 21:19:05 +01:00	Resident	Pages Hill	Muswell Hill	N10 1PX	Safety
08/03/2024 17:00:45 +01:00	Resident	Priory Road	Hornsey	N8 7EX	Safety
08/03/2024 16:30:02 +01:00	Resident	Vincent Villas	London	N15 3QJ	Traffic
08/03/2024 13:22:11 +01:00	Resident	Priory Road	London	N8 7EX	Safety

08/03/2024 10:09:01 +01:00	Resident		London	N22 6SP	Safety
08/02/2024 17:13:23 +01:00	Resident	Muswell Hill	London	N10 3PJ	Other
08/02/2024 16:27:21 +01:00	Business	WESTBURY Ave	wood green	n22 6sa	Disturban ce
08/02/2024 14:39:45 +01:00	Resident	Muswell Hill	London	N10 3PN	Traffic
08/02/2024 12:33:39 +01:00	Resident	Hale Wharf, Ferry Lane	London	N17 9QJ	Disturban ce
08/02/2024 07:06:05 +01:00	Resident	Great North Road	London	N6 4LT	Safety
08/01/2024 20:40:35 +01:00	Resident	Navigation Point, Hale Wharf Ferry Lane	London	N17 9LX	Traffic
08/01/2024 20:14:55 +01:00	Resident	Priory Road	London	N8 8LH	Traffic
08/01/2024 19:24:58 +01:00	Resident	HALE WHARF	LONDON	N17 9lw	Traffic

08/01/2024 18:42:27 +01:00	Resident	Lordship Lane	London	N22 5JN	Safety
08/01/2024 18:07:23 +01:00	Resident	Coppermill Heights	London	N17 9FH	Traffic
08/01/2024 17:19:56 +01:00	Resident	Ferry Island North Apartments	London	N17 9JU	Environm ental
08/01/2024 15:30:57 +01:00	Resident	Priory Road	London	N8 8LH	Safety
08/01/2024 13:56:20 +01:00	Commuter	Hale Works Apartments	London	N17 9GZ	Disturban ce
08/01/2024 13:53:00 +01:00	Resident	Hale Works Apartments	London	N17 9GZ	Disturban ce

08/01/2024 12:56:24 +01:00	Resident	Westbury Avenue	London	N22 6RY	Safety
08/01/2024 12:00:59 +01:00	Resident	The Roundway	London	N17 7HH	Traffic
08/01/2024 11:24:23 +01:00	Resident	Coppermill Heights	London	N17 9FH	Traffic
08/01/2024 09:25:48 +01:00	Resident	Angelica Court, Bream Close	London	N17 9BP	Safety
07/31/2024 23:56:10 +01:00	Resident	Leaside Mansions	London	N10 3EB	Safety
07/31/2024 23:54:22 +01:00	Resident	Fortis Green	London	N2 9HU	Traffic
07/31/2024 11:58:14 +01:00	Resident	The Roundway	London	N17 7HH	Safety

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WhollySupport

Feedback Text
i regularly commute through and visit the area both as a driver and a pedestrian and would not be inconvenienced in any way by being limited to 20mph when driving, in fact i would feel safer as i find the slower speed easier to react to hazards that appear in the road, and would feel especially safer as a pedestrian interacting with other drivers travelling at a more sensible speed. In fact when i ticked "i wholly support this proposal" i did so because i assumed the second option for "i would like the council to consider additional or
it is not necessary to make every road in the borough a 20mps road, there needs to be a more risk based assessment rather than blanket targets and KPIs. The contravenes other objectives to keep traffic flowing and is
If authorities can commit to enforcing this reduced speed limit it will go a long way in reducing risk to vulnerable road users.
The number of speeding, antisocial and dangerous driving seems to be increasing in the area. This scheme is
I lived on Fortis Green for 15 years and always thought it absurd that it should have a limit of 30mph. Well done on proposing a reduction to 20. More logical, and safer for all concerned.
I would like you to make sure when these measures are allowed for 20mph that speed cameras are also put in as I have lived here for 36 years and the traffic speed along at sometimes up to 50 miles per hour especially motorbikes roaring along and it is only us residents know how dangerous it is living here and its no wonder nobody has been killed so unless you put in speed cameras also it will be no point in enforcing 20mph when the traffic will take no notice unless the speed limit is enforced by cameras also I have seen it getting worse each year and considering there is a health clinic there with vulnerable people crossing something needs to be done to
Hi, I fully support the proposed changes to the maximum speed limits on the specified roads. In addition, though, I would like to make a strong recommendation to the Council for introducing noise cameras on roads where drivers like to showcase their car engines, such as Ferry Lane. While speeding poses serious injury risks to road users, noise emissions also have severe health repercussions for people living close to roads. Noise cameras have already been successfully introduced in a number of other countries, including Switzerland, and have contributed to reducing the noise burden for residents affected by this type of anti-social behavior. It would be great if Haringey could take steps towards a systematic use of such noise cameras to further improve
Support the reduction in speed, particularly on green lanes. Cars go too quickly, running red lights with is dangerous for pedestrians
20mph is far safer/reduces noise and pollution
There have been two fatalities on this stretch of road in the past to the best of my knowledge. My wife and I have a young daughter and we strongly welcome this proposal. A 20 mph speed camera, would serve to enforce the proposed new speed limit. The proceeds of any fines generated could be distributed equally between TFL, the
fully support to improve road safety for cyclists and pedestrians
There's no point in these consultations, the decision has already been made.

I am in support of the borough wide approach. The below response with specific reference to The Roundway. Despite being totally in support of the proposed changes, I am very concerned that we are proposing to simply change the signage and think that this will address the issues of serious speeding along this road. Whilst I appreciate (but am yet to understand) that the average speed has been calculated as 24.1mph, as a long time resident I can confirm that many vehicles travel at speeds of 40-60 plus miles an hour throughout the day and night. I suspect that the average is brought down by the fact that in the morning and sometimes in the evening the road can become congested with traffic backed up and at a near standstill. The context of this road is an important factor in how people drive it - many vehicles are coming from the A406 where they have been driving at 50mph (often faster) and it remains four wide lanes of traffic. It also has significant curvature which means that many drivers and motorcyclists actively choose to drive down the road at significant speed - in the knowledge that there are no traffic calming measures in place along the road and that the single speed camera is not active.

Hi! I would absolutely welcome a Borough wide 20mph limit, but I would also like to see more enforcement of the current limits, as well as better enforcement for driving offences like mobile phone use, as I regularly see people breaking speed limits and using phones while driving. I think it would be useful to study average phone use while driving, as anecdotally I would estimate that approximately a third of all drivers I walk by are looking at their phones when queuing at lights or junctions. I think phone use while driving has been normalised especially in

X

I support these proposed reductions in speed limits as I believe there is overwhelming evidence that they will result in a safer environment overall as well as lower greenhouse gas and particulate emissions.

Reducing the speed on Ferry Lane would be beneficial to the surrounding area. The road is long and straight and too often leads to drivers putting their foot down causing noise and danger. The Zebra crossing outside Bream Close is regularly ignored by drivers causing them to brake heavily when they do notice a pedestrian crossing or just pass straight over it without stopping.

I fully support the proposal to introduce 20mph speed limits. However, they need to be enforced. For example, Monument Way in Tottenham already has a 20mph speed limit, but I regularly see traffic travelling at speeds way in excess of this because they can. As long as there is no enforcement some people will continue to do as they

20mph speed limits are frustrating but make streets safer. Don't be too quick to impose fines - use road calming measures and highly visible signs

These roads are considered main thoroughways. Level f resident housing should be considered. Reduction in speed limit will increase traffic levels. Something that has been seen across the borough.

I think this is a great idea, there have been occasions where vehicles have even exceeded 30mph on Lordship Lane. I wholly support this proposal and I believe it makes sense on all counts, especially as it relates to safety.

My mum got knocked off of her bike on Westbury Avenue and so it would be much safer if the speed limit is reduced

I got knocked off my bike in Wesbury avenue by a speeding car. I would fully welcome a 20 m/h enforced limit to make the road safer and also less polluted.

I am fully support this proposal. As a cyclist I would feel safer and would be less inclined to use my car. I also believe it would lead to less moter accidents in the area and make pedestrians safer, particularly children. As a

I'm in favour of all local roads being 20 mph

I support the reduction of the speed limit because I want Haringey to be safer for pedestrians and encourage active travel. However I urge Haringey to do more to enforce the existing speed restrictions. There are many places on Monument Way, Philip Lane and West Green Road, for example, where cars regularly break the speed

Please add speed cameras to Priory Road. The road width and shape is too tempting for those who want to open the throttle, I don't think a 20 sign will deter idiots. I think it will frustrate them resulting in very dangerous overtaking attempts. I see drivers going the wrong side of pedestrian islands just to overtake. We get crazy bike riders and other vehicle burning up and down the road late at night People have died here. My lounge window looks over Priory Rd and see a lot of speeding.
I support initiatives for the reduction of speed in the area to improve pedestrian and cyclists safety, air quality and noise disturbance.
Please reduce the speed limit to 20mph as soon as possible. The road is so noisy and dangerous, cars are already speeding beyond 30mph.
I agree to thenproposal of reducing speed limit to 20 miles/hr.
My partner and I wholly support the proposal to lower the speed limit to 20mph along Lordship Lane. We would further like to recommend the installation of a speed camera (or several speed cameras) along Lordship Lane, particularly between the junction with The Roundway and Lordship Recreation Ground. Vehicles speed along this section of road daily. Not only does this pose a risk to the lives of other road users, but it also creates unbearable noise pollution, especially late at night and in the early hours. (Motorcycles are often the worst culprits!)
2024-T19 - 30
Yes, I agree that all roads in the borough should be 20mph.
It's great to see this - we'd love more traffic calming measures and LTN in Northumberland park/north Tottenham as well.
Match and event days are a a nightmare with Ubers and additional traffic, it would be a real plus for residents
Supportive of proposal in particular Fortis Green. There are 4 nurseries and at least 2 schools either directly on the road or with entrances 50m or less from it. So the road is very heavily used by very small children and parents. The pavements are quite narrow in some parts so feels dangerous when cars are driving at higher
I think, if this reduces the number of children and adults injured and killed on the Borough's Roads, 20mph is a very good speed limit. However, in Crouch End, cars every day exceed this limit without any consequences -
I wholly support the move to introduce a 20pmh speed limit on the stated roads. Additionally, I would ask the council to consider adding speed bumps on Lordship Lane, between Lordship Rec and Wood Green Station. Modified and/or powerful motor vehicles frequently speed and cause noise disturbance at antisocial hours on
I strongly support this proposal, particularly with regards to the Roundway, which often has drivers speeding far in excess of 30mph, and there have been several recent accidents and one pedestrian fatality that I am aware of. I would also suggest that speed enforcement cameras are put in place along the roundway and at its intersection with Great Cambridge Road, as drivers often approach this intersection at high speeds. Many parents rely on this
I am in favour of reducing speed limits on all roads. I don't own a car; I am a cyclist and pedestrian. I think some enforcement may be necessary when the speed limits are reduced.
I live close to Priory Road and strongly support the move to make it 20mph. The current 30mph limit leads to cars speeding over the zebra crossing at the bottom of Redston Road. Cars also speed down Muswell Hill and through the junction with Park Road and the entrance to the park. I also support the 20mph limit on the other roads to
Reducing main road to a 20 mph only clog up. To improve safety Cross should implement not 20mph.
green lanes is deeply trafficking, reducing speed mean increase traffic and so pollution, please don't do 20mph on green lanes, all traffic mean more dangerous for cyclist as I am. although Westbury avenue which is more

I fully support the introduction of 20mph speed limits throughout Haringey. The roads I am most familiar with are Fortis Green Road, Muswell Hill and Priory Road. On Priory Road in particular the existing 30 mph limit is often exceeded. There is residential housing both sides of the road and a lot of pedestrian traffic to Priory Park and local primary schools. It is well evidenced that a 20 mph speed limit improves road safety. I can see no reason why any roads in Haringey should be excluded. It's clearer for drivers if they know all roads are subject to a 20 mph limit. Could there be time limited 20mph? This way at night when it is usually quieter drivers can drive at 30mph.
As a pedestrian and a driver, roads with a 20 mph are easier to use and feel much safer. There are now many more older people, both drivers and pedestrians, and older people have slower response times. The reduced
Some of the roads around Bruce Grove are too fast and the speed of vehicles makes them feel unpleasant to walk along. I am very supportive of 20mph speed limits in all of these cases.
Please install speed bumps in Middle Lane N8. I live on this road and it is frequently used as a speed run. Both Tottenham Lane and Park Road have speed bumps and drivers use Middle Lane as a speedy bypass. Increasingly
Yes please I support any initiative that reduces traffic, or traffic noise and risk associated with it.
It is not necessary to slow down traffic in London and further. This creates a build up of dirty fumes which is harmful to health. Do not reduce the speed to 20mph as it is not wanted by the residents
I understand the rationale of reducing road speeds to reduce the risk of serious accidents, but would like to see evidence of the specific risks on the roads to be affected, not just generalised risks
It seems to have been a mistake to introduce 24 hour bus route restrictions on Muswell Hill. At peak times speed is not a problem due to congestion, but environmental pollution now is. The added congestion also promotes poor driver behaviour. I do not support 20mph on Muswell Hill. I recommend reintroducing limited bus route
I don't think it is good to make Lordship Lane a 20mph road as it will cause more congestion.
I don't support the 20miles an hour scheme, I may agree that lower speed causes less harmony but it feels unnecessary to lower the speed at 20 so the traffic line gets long, therefore sometimes making 5miles an hour. More fumes, more pollution, more rage and honestly, there are other ways to deal with it.
On Priory Road I suggest 20 mph limit along its length and raised table at pedestrian crossing by tennis courts of Priory Park to help enforce it as that is the widest point with two lanes and cars regularly exceed the current limit there. 30 mph Speed signs painted on Eastbound road surface at approach to Middle Lane junction roundabout currently send a confusing message about the speed change to 20mph on Hornsey High Street. Suggest making Nightingale Lane exit only and left hand turn only as Westbound cars turn at speed into it causing a danger to pedestrians crossing there and sideswiping cyclists as do Eastbound cars emerging from behind buses at Nightingale Lane bus stop.
I found this a bit confusing as Green Lanes from Manor House to Wood Green is highlighted on the map but does not appear to be proposed as a 20mph zone. If that is the case can I suggest it is included in the proposals
Dear Haringey Council,
Reducing the speed limit to 20 in the proposed locations will cause further traffic and congestion. LTNs have already caused my chaos in destroying the traffic flow for cars and public transport. If the roads were to be
reducing the speed limit to 20 in the proposed locations will cause further traffic and congestion. LTNs have already caused my chaos in destroying the traffic flow for cars and public transport. If the roads were to be
Before making life on the roads more the LTN's should be made more friendly to residents who live here. We should be allowed to travel through them even if we have to pay for an annual permit. Additionally we already have double yellow lines and the traffic wardens are too frightened to give tickets out so not sure how a red zone can address this

In general I support any proposal to reduce speeds to 20 mph. However, there is little point in nominally reducing speeds if there are no measures to promote compliance and very little enforcement, . A much bigger network of speed responsive signs is needed that show the actual speed in red if over 20 mph and green if at or under the limit, together with a much increased number of fixed and moveable speed cameras. I regularly go along roads with 20 mph signs with traffic zipping along at high speed apparently oblivious. Furthermore, I think there should
I fully support this proposal. There is a negligible gain from 30 mph speed limit in urban areas and at the same time there are a lot of negative and sometimes devastating impacts. The reduction of speed limit - Reduces the chance of serious injuries and death on an accident and accidents always happen - Reduces the noise which has huge mental impact to the residents - Reduces pollution from wasting fuel to accelerate - Reduces pollution from tyre and brake particles - Makes the streets feel safer and more pleasant
I think it is confusing to have different speed limits on different roads. It is too easy not to know the speed limit on a particular stretch.
I think it is very important to reduce the speeds on the roads in Haringey. As mentioned in the consultation, the average speed is largely dominated by stops, and the short bursts of high speed do a lot to make the environment unpleasant. When I visit Haringey, on foot or by bike, I always do it in quiet times as the high speed traffic is just
The idea of these major routes being 20mph is ludicrous. This limit will cause jams, more congestion,,, frustration and maybe more accidents as drivers will be concentrating on watching the speedometer and not the
I live very close, and for safety, the section of Green Lanes indicated should DEFINITELY have a 20mph speed limit. With many shops, restaurants and bars, it is very busy at all hours. I am not so familiar with the other roads
I do not support making the whole of Haringey a 20 MPH limit. The whole purpose for doing this is to prevent serious injury IF someone is hit yet the accident rate in Haringey does not suggest injury accidents are an issue. The main problems now are being caused by unlicensed cyclists and Lime bikes who often cycle on pavements with no helmets into pedestrians and then cannot be traced. Simply slowing everything down and causing gridlocked traffic which cannot go far fast anyway now, due to LTNs and incessant roadworks everywhere, is not the answer. You are more likely to cause an accident making everything slower as drivers become frustrated
The overall LTN restrictions that are in place need to be revised as there are ridiculous amounts of traffic issues in the borough. Monitoring of these should be done during the busiest times and not on holidays when the traffic
Haringey need to stop making unnecessary changes and focus. Time money on things that really matter
I do not want speed limits to be reduced as it causes traffic
I do not want speed limits to be reduced because it causes more traffic I want them to be increased back to 30mph on all roads
We need to keep the traffic flowing more, LTNs & speed restrictions are not helping Main routes should be left at 30mph

Speed isn't the issue, poor drivers not paying attention/poorly kept roads are the issue. Slapping on a 20mph sign on roads that are built to accommodate higher speeds such as the road from Seven Sisters to Finsbury park station is a 4 lane dual carriage way that was 30 and doesn't make sense what that has been changed to a 20. We need to keep traffic flowing. Haringey have completely ruined streets by introducing LTNs and making sure that getting around is as hard for residents as possible.

If speeds are to be reduced to 20 then traffic light lengths need to be increased to allow for the same amount of traffic flow/ use of bus lanes during non peak hours - which I will add has become all day since LTN introduction.

The issue is that everything is coming to a stand still so reducing all roads to 20 with a blanket statement of 'safety' is ridiculous. As ridiculous as stating LTNs improve the environment when on average each resident is travelling an additional 16 minutes minimum without traffic and up to an hour with traffic - not a rocket scientists but can easily conclude that's more emissions than before. Cars are build better than they used to be and

This is another restriction on trade, economy, society without exploring other measures first to reduce road casualties. More restrictions affects economic activity in a negative way. Without trade/economy there is no money for investment/social projects.

Schools should be teaching children road traffic awareness, how to cross the road (modern day green cross road).

Authorities should be enforcing good driving - which they are not doing.

What other measures have been looked at to reduce road casualties?

Are all road casualties caused entirely by car drivers, what about erratic cyclists, scooters, pedestrians not looking where they are going (on their phones, drugged up)

The consultation document is not clear, what does question 'Response Category' even mean?

What a stupid idea, slowing the traffic down further. You have seen this experiment fail in Wales but yet are determined to frustrate drivers even more by adding to increased journey times due to the undemocratic LTNs implemented.

When will this a Labour council leave the onus on the individual to watch where they are going. We've all been taught to cross the road. Most accidents are caused by pedestrians not paying attention but it is always the

Most of these roads are very busy, speeds are generally slow, and having consistency across the borough (and adjacent boroughs) will encourage compliance.

Wholly reject and object this proposal.

I object to Lordship lane 20 miles and Ferry Lane moving from 30 to 20.

I drive on these roads daily had rarely seen any accidents to justifying moving to 20 miles. In my experience, especially on Lordship lane - driving so slowly for that length of time encourages more dangerous behaviour from pedestrians. I have seen people thinking because the car an are going so slow they can take a chance and run in front of them. It more hazardous. I would like to see the evidence of traffic accident on Lordship lane and Ferry lane to be convinced this is in the interest of pedestrian.

I object the proposal. It will increase traffic flow. Dangerous drivers will curry on driving badly as the 20mph will not stop that happening.

I am 100% behind the reduction in speeds in all residential areas. Keep improving our safety and slow down cars

I think it's very unfair to make main roads into 20mph. I honestly feel that these changes are being put forward by people who don't live in the area and with the impact of these decisions. Please propose realistic ideas and stop

I agree with 20mph on most roads in Harringay, and I am particularly in support of a 20mph limit on Green Lanes, where there are frequent near-misses between pedestrians, cyclists, mopeds and cars. I would very much like to see that Green Lanes limit enforced with cameras as I suspect little attention will be paid to it, particularly by boy racers, who regularly use the straight and highly populated stretches of Green Lanes to show off high powered sports cars.
However I am in strong disagreement with a 20mph limit on the Roundway or Great Cambridge Road. These are dual carriageways with little pedestrian traffic and are one of the main routes out of the borough to the North
No reliable evidence is presented to support these proposals being a benefit. I suspect they are designed to make money from fines.
Lowering the speed limit will have impact on traffic jams in the area - they will increase.
I believe this would cause much more congestion on the road, causing more noise and air pollution.
I object to lordship lane being 20mph. The road is already subject to traffic jams between the high road and Bruce grove, which has been made worse by the LTN. On top of that there are always traffic jams there on event days when the high road is closed. Now that the council has let Spurs have 24 more event days a year it will make the
I approve of the 20 mph speed limit except I think it should be enforced by speed cameras
You can set as many 20 mph zones as you like but if you don't enforce them they are useless
I wholly object to more roads becoming 20mph (and indeed I would reverse the entire policy of making roads 20mph). Modern cars are meant to go at speeds greater than 20mph and to slow them down causes stress to drivers and additional pollution. I do not accept that there is a proven case to support the lowering of speed
The slower the cars the better. Also in White Hart Lane please
20's plenty. thank you.
LTN made the traffic horrible, the lower speed limit would increase the traffic, making drivers stressed, angry. Radically reducing speed limits on major roads is wholly inappropriate.
I wholly support the speed on roads being reduced to 20mph. However I would like to highlight the current traffic issues in Noel Park, which include speeding traffic. Since the local LTNs were implemented Noel Park has picked up more traffic - particularly in the morning at school run time. I have some concerns that the reduction in speed limit will increase the number of cars rat-running through Noel Park, and driving fast and aggressively - particularly east-west along the avenues. The increased volume of cars, combined with cars speeding and accelerating makes the area increasingly dangerous for local residents. In the last couple of years the height of the speed humps in Noel Park has also been reduced (please see attached), which combined with the increasing size of cars means that it is easier for cars to speed across them.
...
I fully support the proposals as I believe the 20 mile an hour limit is appropriate for all residential area. I just ask that it be enforced!
I support the proposal to reduce the speed limit on these roads to 20mph. The speed reduction across this area has improved the quality of life in the borough with more kids cycling, more kids playing outside, and a safer
Should be a step on the way to further traffic calming, and more use of Low Traffic Neighbourhoods.

For safety reasons & the environment a 100% support this proposal
Too many cars doing unnecessary trips on these roads
Support this on many of the grounds listed in the drop-down - environmental, excess traffic along with the key safety issue
Safer for cyclists and pedestrians and in line with the rest of the Borough
The proposal to lower speed limits on roads to a uniform 20 mph is a misguided policy that do more harm than good. While the proponents claim this will improve safety, the reality is that such low speed limits will lead to increased traffic congestion, pollution, and driver frustration without improving pedestrian or cyclist safety. Artificially low speed limits that are substantially below the natural traffic flow will lead to increased speeding and unsafe passing maneuvers as drivers become frustrated. This will actually make the roads less safe for all users. It's far better to design streets that encourage safe speeds through engineering, not arbitrary limits that
Harmonised speed limits will help ensure consistency and compliance with them
Fully support Haringey's proposal for a borough-wide 20mph speed limit.
It's about time that Ferry Lane is becoming 20mph. The rest of the major roads around there are all 20mph already and made no sense to have this single stretch still be 20mph.
Lordship Lane is also a fantastic step in the right direction. I would hope for Lordship Lane that there is a wider plan to introduce cycle lane infrastructure, as the road is wide and there is a large stretch of car parking spaces
Fantastic to see 20mph zones rolled out. Would like to see more of this in Tottenham.
This is long over due, the section by ferry lane has long been out of touch with the surrounding roads which are all 20mph. I'm also really happy that lordship lane will become 20mph, it is much needed but I'd like to see more
All you are doing is slowing down traffic causing more traffic jams which cause more pollution. This is evident Belmont Rd /Downhills. Those who cause accidents are those who don't follow the 30mph and even at 20mph
As someone who lives on the border of Hackney and Haringey, I would like to visit friends, cafes and restaurants in Haringey much more than I do, but I am consistently put off by how unpleasant it is to walk and cycle in the area, especially along Green Lanes but on and near many of the other busier roads. This would be much
Reducing the speed limit, causes more potential accidents, road rage, pollution, traffic. Not to mention damage to our vehicles driving in such a low gear. Haringey are destroying our borough more and more each day.
I am both a pedestrian with children and a driver. Making these roads 20mph (especially the larger roads) will make it take longer to get from a to b unnecessarily, these roads are fine as 30mph roads. An alternative would be to install speed cameras (set at 30mph) to ensure drivers are not going faster than 30. Making these roads
Yes all these roads should be 20 mph. All local roads are used by pedestrians and cyclists and having a lower speed limit would make it much safer. I'd also like to see stricter enforcement in the 20mph zones. Give
WHY is Watermead Way NOT included. This is like a race track. I witness one serious accident a month on this road (police will have data) with ridiculous speeding. 20mph from Totrenham Hale to North Circular with cameras would hugely improve safety quality of life for Tottenham Marsh users and would save lives. I have seen cars approaching stationery traffic backed up southbound towards Tott Hale at 50-60 mph!! 20mph would also
I agree with all of the speed limits proposed.
It's ridiculous what is going on no one thinks things through 25 mph is more reasonable

I'm always in support of measures to reduce traffic speeds and their impact on the safety of everyone else who uses our streets, but would like to see Haringey stepping up enforcement. Haringey won't be surprised to hear that many residents and road users witness drivers regularly driving well above the speed limit - especially on 20mph streets. A recent study even shows that over two-thirds of drivers admit to speeding in 20mph zones! We need more speed cameras, more changes in infrastructure to discourage speeding, and higher penalties for
Wholly support reducing speed limits across the borough and further tackling dangerous driving, for example on West Green Road and Green Lanes.
I'm overall in support of the introduction of a borough wide 20 Mph limit and especially support this on the Great North Road where the small stretch of 30mph and lack of pedestrian crossing makes getting to / from bus stops
Speed limits are too low causing unnecessary traffic. Teach people to look both left and right when crossing the roads and they will be fine. We had enough with all these restrictions, including the LTNs. Enough.
20 mph should only be for minor residential road not major traffic roads
I wholly support fewer people during from speeding related accidents.
I live in Tower Gardens and the west side of the roundway is lethal to cross for pedestrian at the moment. I see extremely risky and illegal behaviour from drivers every day. I support this proposal and also would advocate for speed cameras and more
Happy to see action being taken about traffic speeds on the Roundway. I would like to feel safer crossing the road, currently it feels dangerous even at the pedestrian crossings.
Agree to speed limit reduction
Fully agree, but it needs enforcement.
There is significant speeding and unsafe driving on Lordship Lane between either end of the roundway. Alongside a reduced speed limit, traffic calming measures are needed to ensure that the speed limit to adhered to and that all vehicles stop for pedestrians at the zebra crossing leading to Lordship Rec. Additional crossing points would
I wholeheartedly support this proposal. I live very near the roundway and lordship lane and cars drive far too fast there, putting the safety of pedestrians at risk. There have been a number of accidents. Please do introduce the
I do not agree with the proposals. I think 20 mph will prove unnecessary and difficult to comply with. In the downhill stretches, particularly Muswell Hill, I think it will cause problems and drivers who will be driving safely within the 30 mph limit will be unnecessarily penalised. The basic supporting summary information gives no breakdown on the injury and deaths involved. How many drivers were exceeding the existing speed limit? Would those drivers have been any more compliant with a lower

I am writing to express my strong support for the introduction of a 20mph speed limit on the South Roundway. As a resident and frequent user of this area, I believe that this change will bring significant benefits to our community.

Lowering the speed limit to 20mph will greatly enhance the safety of all road users, particularly pedestrians and cyclists. The South Roundway is a residential area with many families, children, and elderly residents who will benefit from reduced traffic speeds. Statistics have consistently shown that reducing speed limits in residential areas leads to fewer accidents and less severe injuries when accidents do occur.

Slower traffic speeds contribute to a quieter, more peaceful environment. This can significantly improve the quality of life for residents, reducing noise pollution and making the area more pleasant for walking, cycling, and outdoor activities. A 20mph limit aligns with the goal of creating a more livable and community-focused neighborhood.

Children, the elderly, and individuals with disabilities are particularly vulnerable to traffic accidents. By implementing a 20mph limit, we are prioritizing their safety and well-being. It sends a clear message that our community values the safety and inclusivity of all its members.

Safer streets can also benefit local businesses by creating a more inviting atmosphere for shoppers and visitors. People are more likely to visit and spend time in areas where they feel safe and comfortable.

In conclusion, introducing a 20mph speed limit on the South Roundway is a necessary and forward-thinking

I am supportive of the proposal to reduce the speed limit to 20mph on these main roads. I live on Muswell Hill and it will make a significant improvement to public safety and general well-being such as noise pollution. For Muswell Hill in particular, the major issue is cars speeding up the road, including using the bus lane. There is a speed camera at the bottom of the road and this typically means cars keep to the 30mph speed limit heading down, however there is significant amount of speeding going up Muswell Hill. It would significantly benefit from

Totally in favour of reducing speed throughout the borough – how will this be enforced?

No point in having 20 mph speed limits without enforcement. Had them for years in Crouch End with widespread flouting of the law. Speed cameras please!

I was run over on Priory Road in the early 00s whilst crossing at a zebra crossing. My friend was also almost killed at the very same spot once the zebra had been changed to a pedestrian crossing. I'm shocked that this road hasn't been a priority when implementing the 20mph speed limit. This change cannot come soon enough, it's 20

Average speeds are 20 and below 24.1 mph anyway.

Maximum speed limit should be 24 mph

The roundway and section of Lordship lane where the proposed 20.mph are suggested are not required as very few pedestrians walk along these roads and you never see any cyclists using these roads. Therefore there is no

I welcome this proposal and honestly I was under the impression it was already changed to 20mph for Westbury avenue because the 30mph signs were removed. I can't say for other roads, but Westbury Avenue (and Lordship Lane) have a massive problem of speeding drivers. Even with the current limit of 30, drivers entering from Lordship lane accelerate to 40-50 mph only to slam the brakes again at the speed bump in front of 202 Westbury Av. This is waking people up at night, it adds to unnecessary air pollution and it is unsafe as there is a busy bus stop at 226, and the curb is not high enough in places, with no bollards either.

Apart from lowering the speed limit to 20, I would ask the council to consider at least adding some sort of speed measuring device to understand the insane speeds of some drivers on the part of the road I described above. I have asked my councillor for speed reducing measures (speed camera or humps) but it has not materialised

I am wholly supportive of all measures to reduce traffic and to cut speeds of cars in the borough. I live in a road where a 20mph limit was lifted and traffic now goes far too fast. It is incredibly dangerous and stressful to be a pedestrian anywhere in Haringey. Noise and air pollution are still far too high so traffic-calming and traffic-reduction measures will improve the quality of life in the borough. It might help to advertise the research on the
Where are your statistics on the number of accidents and fatalities on these roads?
Hello, I do not support the proposal to further reduce speed limits to 20mph. I believe that there are already sufficient roads that are at 20mph and that further reductions will not have a significant impact on safety and instead will have an impact on the ability of traffic to flow quickly through the borough, especially in combination
These roads are incredibly wide and spacious. Trying to limit drivers to 20mph when 30mph is the appropriate speed for such roads will only make those who want to drive fast, exceed not only the 20mph but the appropriate 30mph, creating a dangerous environment.
Furthermore, it is important that cars move swiftly through these roads considering that any slow drivers and
This will make the road far safer for all and help link up Priory Park and Alexandra Palace Parks
Putting such restrictions reduces road capacity, increases congestion and increases journey times. There are no specific safety concerns on these roads so why do this. Emissions increase considerably with this 10 mph reduction (unless it is a start/stop stretch of road which most of these are not) so will create a big increase on
I would also like the council to consider installing speed humps as this is likely to have an impact on the speed of drivers. During the day but mostly during the night people are seen driving down this section of The Roundway at 70mph. Therefore if you are only proposing to lower the speed limit and erect signs, I doubt this would have an
I object to the reduction of the speed limit along Priory Road and Muswell Hill. This is a wide busy main road and a 20mph is unnecessary and inappropriate here
Too many, pedestrians, drivers, passengers and cyclists have been killed or injured.
Dear team, I have written in before regarding lowering the speed limit on Priory Road (as per your proposal) to 20mph and wholly support your proposed reduction of speed from 30 to 20mph. I live on Priory Road and have experienced the excessive speeds on this road, in particular in evenings and overnight - the road appears used by speedsters for 'racing' eg. travelling at 40-50mph. The police is however responsible for great majority of the speeding and siren noise overnight waking us up. I feel additional measures must be put in place as the current speed limit of 30mph is being ignored (as I've described above). Friendly smiley or sad face signs are not going to be sufficient I'm afraid so I'm hoping to see
This is totally unacceptable, in the name of safety, you are lowering the speed and to make money out of this safety concerns, it's a mad situation when life was simple with a 30mph everywhere in London and you could understand this was easier to deal with.
Now 20, then some parts 30, then 40, the whole reason is to confuse drivers and punish drivers and make money out of traffic speed.
No evidence to support a blanket 20mph limitation. On many roads it is not only too slow but also offers no benefit to anyone apart from collecting more money from fines. There is no history of excessive accidents on the
I fully support all roads in Haringey being 20 mph, and actual enforcement of that speed limit.
I support reducing the speed limit from 30 mph to 20 mph.

The 20mph reductions have proved to increase accidents on roads previously classed as safe and massively increase pollution as, as stated by all car manufacturers, ICE engines are not designed to run at such a low speed and it causes engines to over-rev (speed too high for 2nd gear but too low for 3rd). Haringey is an appalling borough for EV charging so unlikely to encourage more to transition to electric vehicles and the topology of the borough means the councils ultimate fantasy of becoming a cycle-only middle class utopia is totally impossible. This is a poor borough (both in terms of resident demographic and council finances due to years of incredible mismanagement by councillors and officers) and the council should spend more effort and money on making life easier for traders and low-earners who they currently persecute at every opportunity. If Haringey REALLY are concerned about making roads safer for everybody, then the funds should be totally removed from LTNs, cycleways and other middle-class snobbish desires, and instead put money back into core road safety schemes.

Cyclists are in danger on the roads as NONE of them follow

The Highway Code- mainly as none of them know it beyond the few beneficial recent amendments awarded to the cycle lobby. Enforcement and training for cyclists would encourage them to take responsibility for their safety and not rely on everybody else sacrificing their quality-of-life for the minority to enjoy their pedal-powered pastime.

Equally Haringey has 0 road safety schemes aimed at children and young parents. We have had 2 generations now with no 'Green Cross Code' or equivalent- parents glued to mobile phones whilst kids run wild on the pavement have caused me to make an emergency stop more times in the last 5 years than every stop in the 20-years previous combined. A child may have a significantly improved percentage chance of avoiding serious injury at 20mph compared to 30, but they have 100% chance of being injury-free if they are not in the road in the first place.

Every single person in this city is reliant on car & van transportation for their daily life- even if they like to pretend that they only rely on 'active travel' nonsense. Businesses, deliveries, schools, taxis, busses are all reliant on a smooth and efficient road network. Between them, Haringey & Enfield have created the slowest & most congested section of road in Europe, and their continued short-sightedness is making a once vibrant area a very unpleasant place to live. Shops are closing, businesses relocating and this huge influx of nasty chicken-coop legobrick housing with no employment opportunities in the immediate area, and all independent travel options to work elsewhere being removed, is going to result in the largest council-estate in Europe with up to 80% of

You have given no indication whether the 20 mph limit has done anything to improve road safety. I get the impression that all the road narrowings, obstructions and awful humps have made the roads more dangerous. There are so many deliberate obstacles that it is very hard to concentrate on driving. The few 30mph zones left

The stretch of Fortis Green down to bald Faced stag is particularly dangerous .

I have lived on Priory Road for 13 years and violations of the 30 mph speed limit are extremely common. There have been two deaths, as far as I know, on the road. Unless a change in the rules to 20 mph is backed up by enforcement measure, preferably the installation of speed cameras generating automatic speeding fines, I

All the roads mentioned would benefit from the speed limit reduction, however there must be some enforcement. My experience of the wide-scale reductions to 20 which took place a few years ago is that a small

I live on Priory Road and see cars going very quickly, probably way above the current 30 mph speed limit. Lowering the speed limit to 20 mph will help a lot to make the road safer and reduce noise and pollution. I suggest that you install very good road markings, signs and speed cameras to enforce this, as I can see that

Lordship Lane . Westbury Avenue . Boreham road .

Under the old law the council should show 3 serious or fatal accidents occurring in the last 10 years .

Clearly they cannot !

Hence the proposal should be abandoned .

The council consulted about safety on Westbury Avenue , It was informed that 19 out of 20 incidents that occurred in the last 25 years were where cars were traveling away from Turnpike lane .

So the council built a speed hump on Westbury Avenue @ No 210 where the traffic is going towards Turnpike Lane .

Clearly the consultations got filed in the big square filling .

If you restrict these roads to 20 mph from 30 : cars will speed to make the time up . So it will make other roads

I strongly oppose the imposition of a 20mph speed limit on Muswell Hill. It is not a solution to the issue of pedestrian injuries caused by cars - that can be resolved by running a campaign to advise people simply to stay out of the road when cars are coming. And while it is quite obvious that the impact of a car at 30mph will be worse than one at 20mph - no research is required to come to that conclusion - there is no valid peer-reviewed research into the actual collision speed in 30 mph zones (since drivers will of course use their breaks) nor into

This proposal will cause traffic delays and affect the smooth running of traffic along this road. This road is very busy and due to the poor design of the loading bay areas it is always prone to traffic jams, a reduction in the

Hi - I'm happy to see the change from 30 to 20 mph, especially on Muswell Hill where we live. We just wanted to flag that as we live on the hill, we see number speeders every day going up the bus lane or normal lane at whatever speed they like. Given there is no speed camera on the hill going up, I'm not sure how effective the change will be. People still frequently ignore the 30 mph.

I was overjoyed to receive the consultation letter through the post, however I would like it considered additional measures with regards to noise.

Along Ferry Lane between Hale Wharf and Green Ferry Lane motorists rev their engine to excessive levels. The open space coupled with surrounding high rises means there is no dispersion of sound and it's disturbing to everyone with sight of that road. My flat is on the 14th floor, and the noise is so bad that my coworkers can hear it on my zoom calls. In summer with the doors open my watch alerts me to loud noises.

I estimate that every instance of engine revving affects nearly 300 people; 100 people in my building, 150 in the building next door, 30 people in the Bream Close estate, and over 100 in Blackhorse Mills. These numbers don't

We constantly see speeding traffic along our section of Great North Road. As parents to two young children it worries us. Especially as drivers also park their cars close to one another (then walk to & from East Finchley tube station) thereby obscuring visibility when trying to cross the road. Drivers need to be made to slow down to

I wholeheartedly support this proposal as it will also contribute to lowering the noise pollution. The Ferry Lane is often used by speedy and noisy motorbikes and reducing the speed limit should hopefully contribute not only to

Completely support the 20mph proposal

N/a

I think this move is sound, however I think it is incomplete and it is not the most effective action that could be taken on Lordship Lane. Perhaps if this new measure will be enforced by cameras, it can assist in addressing the main other issue I see to safety on Lordship Lane, namely:

The rampant behaviour of cars cutting the queue and travelling in the empty lane of oncoming traffic. I have seen many incidents of drivers doing this, trying to jump the queue and speed along the road during a break in oncoming traffic. I actually had an incident where I almost was hit by such a driver when crossing the road. This is especially dangerous around the intersection at Redvers road, where some obstruction of the view means that a driver pulling such a manoeuvre could strike a moped or car making a safe and legal turn there.

Perhaps with better traffic surveillance in place alongside these speed limit measures, drivers will be discouraged (or can at least be fined/prosecuted) for engaging in such dangerous behaviour.

Based on the amount of traffic that has been caused by these changes around London I reject your proposals. You think you are making life better for us but you are making it a lot harder with all this changes.

To Whom It May Concern,

I am writing to express my wholehearted support for the proposed reduction of the speed limit from 30mph to 20mph on all suggested roads and surrounding areas within the London Borough of Haringey.

As a resident living directly adjacent to Ferry Lane, I have firsthand experience of the current speed limit's negative impact on our community. The benefits of lowering the speed limit are multifaceted and would greatly enhance the quality of life for all residents.

Firstly, reducing the speed limit to 20mph would significantly decrease noise pollution. The constant traffic flow at higher speeds generates considerable noise, which disrupts the peace and tranquillity of our homes. A lower speed limit would mean less engine noise and fewer loud accelerations and braking, resulting in a much quieter and more pleasant living environment.

Secondly, this change would contribute to reducing environmental pollution. Vehicles travelling at higher speeds emit more pollutants. By lowering the speed limit, we can help reduce the emission of harmful gases and particulates, contributing to better air quality and a healthier environment for all residents, especially children and the elderly who are more vulnerable to air pollution.

Moreover, the safety benefits of this proposal cannot be overstated. Slower speeds dramatically reduce the risk and severity of accidents. For drivers, lower speeds mean more time to react to unforeseen circumstances, thus preventing collisions. For pedestrians, especially those trying to cross busy roads, a 20mph speed limit ensures a safer passage and reduces the likelihood of accidents. This change would be particularly beneficial for families with young children and the elderly, who are most at risk from fast-moving traffic.

Great idea - will reduce noise and increase safety

I fully support this project, I commute everyday and have to cross watermead way here; ///bake.depend.stow
I would increase this limit to watermead way at least close to the station and zebra crossing

I fully agree, both for the noise that the traffic causes, as well as the danger.

-I have recently seen 3 accidents involving bikes on Ferry Lane.

-I am tired of people revving and speeding on Ferry Lane at this intersection ///cigar.flown.edits

Maybe adding a speed radar would be good too, as no speed limit stops those who are way over the limit anyway.

I like the idea
The current 30mph limit is not working well on The Roundway, there have been various accidents and at least one fatality in the last year. A wholly support the reduction to 20mph.
Hi all, As a resident of Hale Village, I do not support the change in speed limits in the area particularly on Ferry Lane. The speed limit on Ferry Lane has already been reduced from 40 -> 30mph over the years, further reduction will lead to build up of traffic and congestion in the area. Furthermore, there is no history of unusually large number of traffic accidents on this road due to speeding. There is a traffic camera on Ferry Lane near Wetlands which keeps everyone in check therefore, I believe further reduction of speed limit is not required here. Lastly, there is quite wide pavement and cycle lane on the pavement for most part of Ferry Lane therefore, there is no risk to pedestrians or cyclist with current speed limit.
As a resident whose flat looks onto the section of Ferry Lane as it passes 'The Paddock' I strongly support the proposal of reducing the speed limit to 20 mph. In over 20 years I have witnessed a number of accidents - usually at night - when speeding vehicles have been involved. When traffic is light there is often speeding by irresponsible drivers 'taking the bend' past The Ferry Boat Inn. As with the current 30 mph there is deliberate speeding I would be concerned about what enforcement
Current speed limit of 30 mph feels dangerous considering how many children use this road to go to and from school. In some areas the pavement can be too narrow and people frequently step onto the road during rush hour to pass each other. This is particularly scary considering the vast number of HGVs and buses that use this road. It might be beneficial to introduce ways to reinforce the new speed limit such as kinks in the road or humps to force
The A504 is a major road through East Finchley and Muswell Hill. Main through roads should not be reduced to 20mph, it adds significantly to journey times. You have not presented any statistics on the number of deaths and serious accidents have occurred on the remaining roads that you are proposing to reduce to 20mph, just blanket figures on the whole of Haringey. You
I fully support this proposal. Is there more we can do to stop people speeding? There are some very high speeds being driven on the Roundway (way way in excess of 30mph at the moment). It is well and good having restrictions, but can we go further? My partner and I have lived here just over a year and we've seen multiple crashes, and sadly fatalities. A guest leaving my home at 1am on 12th May 2024 witnessed a man being hit and tragically killed by a car near the bus stop at Granville Road - he called emergency services and provided a statement, but he remains