

**Report for:** Head of Service for Highways and Parking following consultation with the Cabinet Member for Tackling Inequality and Resident Services

**Title:** Watermead Way and Hale Road, N17 – Proposed 20mph Speed Limit

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**Ward(s) affected:** Tottenham Hale

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

## 1 Describe the issue under consideration

- 1.1 To determine if the proposed 20mph speed limit on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale) should proceed to statutory consultation, following an informal public consultation exercise.
- 1.2 To request that the objections received as part of the informal consultation **and officer's** views regarding those objections be considered and approval be given to proceed to statutory consultation.

## 2 Cabinet Member Introduction

- 2.1 N/A

## 3 Recommendations

The Head of Highways and Parking following consultation with the Cabinet Member for Tackling Inequality and Resident Services is asked to:

- 3.1 Consider all feedback received regarding the informal public consultation carried out from 9<sup>th</sup> to 29<sup>th</sup> June 2025 set out in Appendix D, on the proposals outlined in Appendix A and Appendix B, together with **officers'** views regarding that feedback set out in paragraph 8.2 of this report.
- 3.2 Approve the undertaking of a statutory consultation, as set out on the plan in Appendix B.

## 4 Reasons for decision

- 4.1 The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety and carry out studies into accidents arising out of the use of vehicles and must in the light of those studies, take such measures to prevent such accidents. The proposals consulted upon will help reduce vehicle speeds and improve road safety for all road users, which will assist in reducing personal injury collisions.

- 4.2 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason.
- 4.3 The decision also relates to only one ward and so it is not a key decision for that reason because the effects of the scheme will not have a significant impact on communities living or working in an area comprising two or more wards in the borough.
- 4.4 The total cost of the scheme is circa £40,000 and funding is assigned through the agreed capital programme scheme 335-Streetspace Plan (SCIL) Programme.

## 5 Alternative options considered

- 5.1 Do nothing. This option was not progressed as road safety at this location would not be addressed.

## 6 Background Information

- 6.1 Haringey Council regards road safety as a high priority and actively promotes road safety measures across the borough to reduce vehicle speeds, the number of road traffic collisions and to enhance the environment for all road users.
- 6.2 **Haringey's Road Danger Reduction Action Plan supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041; and supports the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users.**
- 6.3 The majority of roads in Haringey are 20mph now, following the introduction of a borough-wide 20mph speed limit in 2016. However, there are still some parts of the borough road network which are either 30mph or 40mph. **The Council's intention (as set out in the Investment Plan) is to reduce the speed limit to 20mph on all borough roads in Haringey not currently ascribed that speed limit, which includes Watermead Way (south of Burdock Road) and Hale Road (east of The Hale).**
- 6.4 Considerable redevelopment in the area has taken place since 2016, with a high number of new residential dwellings being built.
- 6.5 Officers investigated the collision data for 3 years up to April 2024 on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale), which revealed that there were 23 slight and 2 serious recorded road traffic collisions.
- 6.6 The Council is proposing to lower the 30mph section of Watermead Way (south of Burdock Road) and Hale Road (east of The Hale) to 20mph.
- 6.7 Details of the proposals are listed below and set out on the plan in Appendix B:
- Reduce the speed limit on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale) from 30mph to 20mph
  - Provision of new speed tables and speed cushions on Watermead Way
  - New 20mph traffic signs and road markings
- 6.8 The objective is that the traffic calming measures will slow vehicles down to speeds **below or at the limit, so that the 20mph limit effectively becomes 'self-enforcing'.**
- 6.9 In accordance with the section 122 duty under the Road Traffic Regulation Act 1984, officers have considered factors relevant to securing the expeditious, convenient, and safe movement of traffic, including pedestrians, and ensuring suitable and adequate

parking facilities. Particular attention has been given to maintaining the safe and convenient movement of pedestrians along the Council's road network, facilitating the passage of public service vehicles, and supporting the objectives of the proposal to introduce the 20mph speed limit on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale). These considerations are aligned with the duty to balance accessibility, air quality objectives, and traffic efficiency.

## 7 Consultation

- 7.1 Ward Councillors were informed about the proposals on 23 May 2025. No comments were received.
- 7.2 Public consultation documents were distributed to properties in the vicinity of the proposals on 9 June 2025. A copy of the public consultation document is attached as Appendix A together with the consultation plan as Appendix B; and a copy of the consultation boundary can be found in Appendix C.
- 7.3 The public consultation documents were also uploaded on the Council's website.

## 8 Responses to Consultation

- 8.1 The full consultation report from which table 1 was extracted, is attached as Appendix D.

**Table 1 – Public Consultation Analysis**

		Count	%
Support or Object	Support	39	91%
	Object	4	9%
	Total	43	100%

- 8.2 The Council received 43 responses during the public consultation period, 39 (91%) in support and 4 (9%) objecting to the proposals. Of the four objections received, only three provided reasons for their choice. Objections have been summarised below together with officers recommended response.
- 8.2.1 **Objection 1 – Concerned about the change in speed limit on Watermead Way**

*'I'm really concerned about the plan to change the speed limit on Watermead Way from 40 mph straight to 20 mph, especially since it's a downhill stretch. Removing the 30 mph buffer makes the drop feel really sudden, and I don't think dragon's teeth, signs, and roundels alone will be enough to get drivers to slow down safely. Even with the addition of a hump warning sign, it's not clear if there will be actual physical calming measures. If there are humps, they need to be designed carefully — otherwise they can cause more issues like noise, discomfort, or sudden braking. I think this road needs a more balanced approach — either keep the 30 mph transition zone or include gentler calming options like raised tables or better junction design. Just relying on visual signs might not be effective on a fast, wide road like this, and could make things worse instead of safer'.*

### Officer Response

The proposals include physical speed reducing features in the form of raised speed tables and speed cushions. The proposed speed tables and speed cushions will be built to bus-friendly specifications, which will conform with Bus Priority Team technical

advice note BP2/05. These types of traffic calming features have been used on bus routes in other roads within the borough. Moreover, as part of the statutory consultation process, Transport for London Buses will be consulted and any feedback received from them will be considered.

Whilst it is accepted that the majority of Watermead Way is subject to a 40mph speed limit, it should be noted that the southbound elevated approach is single lane up until the start of the current 30mph limit (just north of Burdock Road), where it then changes to two lanes on the approach to the signalised junction. **Dragons' teeth' road markings** help reduce vehicle speeds by creating the illusion of a narrower lane. This visual effect makes drivers feel the road is tighter, which subconsciously encourages them to slow down. Combined with 20mph roundel road markings signage and physical speed reducing features, drivers will naturally choose to reduce their speed to around 20mph.

It should also be noted that these measures are just before a signalised junction and built-up area, where drivers are naturally likely to reduce their speed. Speed surveys were undertaken on Watermead Way (just south of its junction with Burdock Road), which indicated an average southbound speed of 24.6mph. It is therefore envisioned, that the proposed measures are appropriate.

#### 8.2.2 Objection 2 – Proposal not beneficial nor warranted

*'The proposal of speed reduction will not be beneficial to the surrounding area, this is because if this goes ahead it will create more congestion as the cars are slowed, therefore more noise and pollution - your data provided for the last three years doesn't reflect and urgency to take action, the data indicates a normal number of accidents and no fatalities. I object to your suggestion to reduce the speed in this area'.*

##### Officer Response

The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to improve road safety and reduce road traffic collisions. The proposed 20mph speed limit is not intended to punish law-abiding drivers, but to improve road safety for all road users, especially the vulnerable and less able.

In the 3 years up to April 2024 on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale), there were 23 slight and 2 serious recorded road traffic collisions. The **Council's Road Danger Reduction Action Plan supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041; and supports the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries).**

The speed at which a vehicle travels is a major factor in the level of danger it poses to other road users and the occupants themselves. Speed significantly increases the chance of severe injury or death in a collision, especially when the collision involves a vulnerable road user. The Royal Society for Prevention of Accidents reports that there is a 1.5% chance of being fatally injured in a 20mph collision versus an 8% chance at 30mph.

The scheme design includes introducing traffic calming features at regular intervals to achieve uniformity of speed, thus reducing disturbance caused by braking and accelerating, which will also reduce noise and air pollution. The proposals will not have an adverse effect on congestion.

#### 8.2.3 Objection 3 – Not warranted. Proposals will cause more traffic and noise.

*'I feel the current setup is best for all parties, 20mph also means heavier traffic and noise around the st'*

#### Officer Response

The Council as a local authority has a duty under Section 39 of the Road Traffic Act to improve road safety and reduce road traffic collisions. The proposed 20mph speed limit is not intended to punish law-abiding drivers, but to improve road safety for all road users, especially the vulnerable and less able.

Drivers who travel at higher speeds have less time to identify and react to what is happening around them. It takes longer to stop, and if they are involved in a collision, it is more severe, causing greater injury to the occupants and any pedestrian or rider they may potentially hit. The proposed 20mph speed limit on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale), coupled with the proposed traffic calming measures, will create safer conditions in which drivers naturally choose to drive at around 20mph. Vertical deflections in the carriageway such as speed tables are one of the most effective, reliable and cost-effective speed reduction measures currently available. The principle is that the traffic calming measures will slow vehicles down to speeds below or at the limit.

Transport for London undertook an analysis of the long-term impact of 20mph speed limits on borough roads across London. The study examined over 150 schemes introduced between 1989 and 2013 and the results indicated that lower speed limits have played a significant role in reducing road danger.

Key findings - compare scheme roads to background trends across borough roads:

- 40% reduction in people killed (from 15 to 9) compared to 7% fewer fatalities
- 34% reduction in people killed or seriously injured (from 395 to 260) compared to a 15% fall in people killed or seriously injured
- 75% reduction in children killed (from 4 to 1) compared to no change
- 35% reduction in collisions and 36% reduction in casualties compared to 12% fewer collisions and casualties

This suggests there are clear safety benefits to reducing maximum speeds on London's roads.

The scheme design includes introducing traffic calming features at regular spacing to achieve uniformity of speed, thus reducing disturbance caused by breaking and accelerating, which will also reduce noise and air pollution. The proposals will not have an adverse effect on traffic volume or congestion.

## 9 Contribution to the Corporate Delivery Plan 2024-2026 high-level strategic outcomes

9.1 The reduction of the speed limit on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale) from 30mph to 20mph, including the installation of raised speed tables and speed cushions supports the delivery of the Haringey Corporate Delivery Plan and contributes to the following themes:

- Resident Experience and working together
- A Safer Haringey
- Responding to the climate emergency

It also supports the delivery of the **Council's** Road Danger Reduction Action Plan action, by reducing vehicular speed and improving road safety and support the delivery of the **Councils' wider [Transport Strategy](#)**, encouraging walking, reducing speed, encouraging cycling as road users will feel more confident and safe.

## 10 Carbon and Climate Change

10.1 The scheme will help contribute positively to carbon emission reduction and mitigate climate change in the following ways:

10.1.1 Improving road safety: Improving road safety through reduction in motor vehicle speeds. This will reduce greenhouse gas emissions.

10.1.2 Reducing motor vehicle speeds: This may encourage switch to other active modes as the journeys undertaken by motor vehicle might increase for those not adhering to the speed limit.

## Statutory Officers' comments

### 11 Comments of the Chief Financial Officer

11.1 This report seeks the approval to proceed to statutory consultation. The total cost of **the scheme is circa £40k, which will be funded via the Council's capital programme plan, under capital scheme 335 – Streetspace Plan (SCIL) Programme.** Of the Streetspace Plan 2025/26 revised budget of £2,717K.

### 12 Comments of the Assistant Director of Legal and Governance

12.1 The Council has the power under section 84 (1) of Road Traffic Regulation Act 1984 (RTA) 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.

12.2 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 ..."** 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.

12.3 Traffic calming measures involving the installation of road humps by a highway authority in a highway maintainable at public expense are authorised by section 90A of the Highways Act 1980 if the statutory speed limit is 30 miles per hour or less or where the Secretary of State has specially authorised the road humps. The road humps must either comply with the minimum standards set out in the Highways (Road Humps) Regulations 1999 or otherwise be authorised by the Secretary of State.

12.4 Under section 90CA of the Highway Act 1980 where a road hump is to be constructed by a local highway authority in London the Secretary of State must be given notice by

the local highway authority of their proposals and must have regard to any comments that the Secretary of State might make about the proposals.

- 12.5 Before speed limits are implemented, the Council must undertake a consultation in accordance with regulations 6 and 7 of **the Local Authorities' Traffic Orders (Procedure)**(England and Wales Regulations 1996 which includes consulting with the parties listed in regulation 6 of the Regulations and placing/publishing notice of the proposal(s) in a local newspaper circulating in the area and in the London Gazette and making the draft order/notice available for inspection at its offices.
- 12.6 When a consultation has been undertaken, even where the consultation has not been undertaken because of a statutory requirement to do so, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are sent out in Appendix D to this report **and officers' consideration of the same set out in section 8.2** of this report which must be taken into account before the decision whether to implement the speed reduction measures /make the necessary traffic orders is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 12.7 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 12.8 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 12.9 The factors which have pointed in favour of installing road humps/ introducing speed limits are set out in paragraph 6.9 of this report.
- 12.10 The decision to approve the undertaking of a public consultation on the proposal to reduce the speed limit on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale) from 30mph to 20mph, including the installation of raised speed tables and speed cushions is an executive decision that can be exercised by the Head of Highways and Parking **in accordance with the Council's Constitution and delegation** given by the Director of Environment and Resident Experience in this scheme of delegation dated 14 October 2024.

### 13 Equality Comments

- 13.1 The council has a Public Sector Equality Duty (PSED) 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 protected characteristics and people who do not.
  - **Foster good relations between people who share those characteristics and people who do not.** 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.

13.2.1 The decision outlined in this report is approve the reduction of the speed limit on Watermead Way (south of Burdock Road) and Hale Road (east of The Hale) from 30mph to 20mph, including the installation of raised speed tables and speed cushions as outlined in appendix B.

13.2.2 A public consultation opened on 9 June 2025, with relevant documents (see Appendices A and B) distributed to all households and businesses within the vicinity of the proposals.

- 43 responses were received to the consultation. Of these, 39 (91%) were in support and 4 (9%) objecting to the proposals
- Within the 4 objections (3 of which providing reasons), most concerns focused on the necessity and perceived impact of the proposals on traffic congestion noise and pollution.
- One response indirectly addressed the potential effects on groups with protected characteristics, arguing that introducing raised speed tables could exacerbate noise and discomfort, disproportionately affecting certain vulnerable residents.
- Officers have responded by highlighting that the design aims to maintain consistent vehicle speeds, reducing the need for harsh braking and acceleration—key contributors to noise and air pollution. Furthermore, the proposed raised speed tables will be built to bus-friendly specifications designed to minimize noise and vibration while still effectively lowering speeds.

13.2.3 Due consideration has been given to the impacts the decision will have on groups with protected characteristics:

- **Age:** The decision will have a positive impact on the road safety of certain age groups, namely children and the elderly, by reducing traffic speeds. For the 8% of Tottenham Hale residents who are aged 65+ (Haringey Ward Profiles, 2024), this will reduce the likelihood of their potentially slower mobility preventing them from crossing the road safely. Likewise, by ensuring that drivers slow down, children are at less risk of harm if they step out into the road unsupervised.
- **Disability:** The traffic calming measures proposed in this report could benefit the 7.5% Tottenham Hale residents who are disabled (Haringey Ward Profiles, 2024), particularly those in wheelchairs. This is because the risk of a traffic accident causing physical harm is dramatically reduced when vehicle speeds are lower.
- **Sex:** On average, women spend a higher proportion of their time caregiving to children than men (ONS Census, 2021). Therefore, the positive effect of the speed reduction **on children's road safety will have positive implications for women** who are more likely to be accompanying them in public spaces.



- For other groups with protected characteristics, this decision will have a neutral impact.

#### 14 Use of Appendices

- Appendix A – Public consultation letter
- Appendix B – Public consultation plan
- Appendix C – Consultation Boundary
- Appendix D – Full consultation report

#### 15 Background Papers

- None