

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

**Title:** Proposed Extension of 20mph Speed Limit on Bounds Green Road, N22/N11

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**Ward(s) affected:** Bounds Green

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

**1 Describe the issue under consideration**

- 1.1 To determine if the proposed extension of the 20mph speed limit on Bounds Green Road N11/N22, from a point approximately 22 metres south from the junction with Braemar Avenue continuing northwest to the boundary with the London Borough of Enfield (A406), should proceed to implementation, following the completion of the statutory consultation exercise.
- 1.2 To request that the objections received as part of the statutory consultation exercise and officer's views regarding those objections, be considered and approval be given to proceed to implementation.

**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 statutory consultation exercise carried out from 05 November to 27 November 2025 set out in Appendix D, on the proposals outlined in Appendix B, together with officers' views regarding that feedback set out in paragraph 8.2 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 8.3 of this report.
- 3.3 Approve the implementation of the proposed extension of the 20mph speed limit on Bounds Green Road, including the installation of raised tables and 2 x Vehicle Activated Signs as set out on the plans in Appendix B and the making of all necessary traffic management orders (TMOs) to enable the proposed measures to be implemented.

#### **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.

#### **5 Alternative options considered**

- 5.1 Do nothing: 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 “promote road safety”.

#### **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 The 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 consideration given to vulnerable road users, including motor cyclists.
- 6.3 The speed limit on Bounds Green Road from High Road N22 to Braemar Avenue was lowered from 30mph to 20mph, as part of the introduction of the borough-wide 20mph speed limit in 2016. However, the speed limit on Bounds Green Road between Braemar Avenue and the North Circular Road remained as 30mph.
- 6.4 Haringey Council is committed to reducing speeds to 20mph boroughwide. Research conducted by the Royal Society for the Prevention of Accidents (RoSPA) highlights the significant impact of vehicle speed on pedestrian safety. According to RoSPA, the risk of a pedestrian sustaining fatal injuries when struck by a vehicle travelling at 30mph is approximately 20%, compared to around 2.5% at 20 mph. This demonstrates that reducing vehicle speeds dramatically improves survival rates and reduces the severity of injuries. (Source: RoSPA – “The Risk of Pedestrian Injury and Fatality at Different Impact Speeds,” referencing Ashton & Mackay, 1979.) 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.
- 6.5 Speed surveys on Bounds Green Road were undertaken in November 2022, over a 7-day period, and the results were as follows.

<b>Location:</b>	<b>Average Speed Eastbound (mph)</b>	<b>Average Speed Westbound (mph)</b>
Bounds Green Road east of Blake Road	26.6	26.2
Bounds Green Road north of Truro Road	25.3	21.5
Bounds Green Road east of Cline Road	24.9	25.4

The Department for Transport (DfT) Circular 01/2013 (Setting Local Speed Limits) advises that introducing a 20mph limit by signing alone is only likely to achieve general compliance where existing mean speeds are already at or below 24mph. In this location, the recorded average speeds exceed that threshold and therefore do not align with the criteria set out in the Circular. Consequently, in order to achieve (or maintain) mean speeds at 20mph, the scheme will need to incorporate appropriate traffic-calming measures, such as raised tables alongside the 20mph signing.

- 6.6 Officers have reviewed collision data for the most recent 36-month period (1 April 2021 to 31 March 2024) along Bounds Green Road, between Braemar Avenue and the North Circular Road. During this period, 35 personal injury collisions (PICs) were recorded, including 3 classified as serious and 32 as slight. Of these, 3 involved pedestrians and 6 involved cyclists. Additional details on these PICs can be found through TfL's Road Danger Reduction Dashboard (Power BI), accessible via the following [link](#).
- 6.7 Between 25 November and 16 December 2024, a public consultation was held to gather feedback on reducing the remaining 30mph section of Bounds Green Road to 20mph and whether the proposal should proceed to statutory consultation. The objective is to ensure that traffic-calming measures effectively lower vehicle speeds to at or below the new limit, making the 20mph restriction largely self-enforcing. The key elements of the proposal were:
- Reducing the speed limit on Bounds Green Road between Braemar Avenue and the North Circular Road from 30mph to 20mph.
  - Installing raised tables along Bounds Green Road.
  - Installing two Vehicle Activated Signs (VAS) to reinforce compliance with the speed limit.
- 6.8 The Council received 43 responses during the public consultation period, 16 (37%) in support, 22 (51%) in objection and 5 (10%), who had other views on the proposals. The Council considered all feedback received during the public consultation period and decided to proceed to statutory consultation (with no amendments), which is a formal process whereby the proposals are advertised in the local press. A copy of the approved report, which includes a summary of all objections and officer response to the objections, along with officers recommendations can be viewed [here](#).
- 6.9 The total cost of the scheme is circa £200,000 and funding is assigned through the agreed capital programme scheme 335-Streetspace Plan (SCIL) Programme.
- 6.10 In accordance with the section 122 duty in the Road Traffic Regulation Act 1984, officers have considered the desirability of securing and maintaining reasonable access to premises, preserving/improving the amenities of the areas through which Bounds Green Road run, air quality objectives and facilitating the passage of public service vehicles/securing the safety and convenience of persons using such vehicles when considering whether the proposals in this report will secure the expeditious, convenient, and safe movement of traffic, including pedestrians, and ensuring suitable and adequate parking facilities.
- 6.11 Officers believe that the proposals will secure the convenient movement of vehicles and pedestrians along the Council's road network and importantly improve the safety of persons using the road network and public service vehicles whilst also securing the expeditious movement of traffic on the road network.
- 6.12 While the proposal may potentially impact certain residents' human rights - such as Article 1 of the First Protocol (the right to peaceful enjoyment of possessions), Article 8 (the right to respect for private and family life, home, and correspondence), and Article

14 (prohibition of discrimination), the proposal accords with the law as the Council is permitted, under the RTRA, to restrict or regulate traffic.

6.13 The Council also pursues the legitimate aim of securing the expeditious, convenient and safe movement of vehicular and pedestrian traffic which the proposed measures will achieve by improving the safety of persons using the road network and public service vehicles and is therefore considered proportionate.

## 7 Consultation

7.1 Ward Councillors were notified of the public consultation outcome and the decision to proceed with statutory consultation on 21 October 2025.

7.2 Notification documents were distributed to the local community on 5 November 2025. A copy of the statutory consultation document is attached as Appendix A, together with the consultation plan as Appendix B and a copy of the consultation boundary, which can be found in Appendix C.

7.3 The notification letter was uploaded on the Council's website. Legal notices were placed on-street and in the local newspaper and London Gazette. A copy of the legal notice is attached as Appendix E which gave parties 21 days to make representations regarding the proposals in Appendix A and B as required by the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 ("LATOR"). A copy of the legal notice and draft order together with the statement of reasons explaining why the Council has proposed to make the order was made available at its offices as required under LATOR.

7.4 As part of the statutory process, the following statutory bodies were also notified as required by 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

## 8 Responses to Consultation

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

**Table 1 – Statutory Consultation Analysis**

	Count	%
Support or Object		
Support	84	76%
Object	26	24%
Other / Don't know	0	0%
Total	110	100%

8.2 The Council received 110 responses during the statutory consultation period, 84 (76%) in support and 26 (24%) in objection on the proposals. Objections have been summarised below together with officers' recommended response.

### 8.2.1 **Objection 1: Perceived Lack of Need**

Many respondents regard Bounds Green Road as a major through route (A-road) and strategic corridor, rather than a residential street and therefore consider a 20mph limit unnecessary. They note that the road already includes traffic-calming features such as multiple signal-controlled junctions, pedestrian crossings, road narrowing's and bus stops, which naturally moderate vehicle speeds. One respondent commented that existing speed cameras already result in most drivers travelling at around 20mph due to insufficient signage advising what the speed limit actually is, whilst others observed that traffic rarely exceeds the current limit during peak periods due to congestion. Some suggested that a localised 20mph restriction outside Bounds Green School would be appropriate; however, a blanket reduction along the entire road was viewed as excessive. Another respondent remarked that the proposal feels like discouraging car use, describing it as "strange."

#### **Council response:**

Whilst Bounds Green Road is recognised as a strategic corridor, the proposed 20mph limit is consistent with the Department for Transport's (DfT) guidance and supports Haringey's Road Danger Reduction Action Plan, as well as Transport for London's (TfL) Vision Zero strategy, which aims to eliminate all deaths and serious injuries on London's roads by 2041. Vision Zero identifies speed reduction as one of the most effective ways to improve road safety, particularly for vulnerable users such as pedestrians and cyclists. Although the road already includes features which help to encourage lower speeds, the proposed additional measures will compliment these features and further encourage compliance with the speed limit. Evidence shows that reducing speeds to 20mph significantly lowers the risk and severity of collisions. The proposal is not intended to discourage car use but to regulate traffic speeds along the corridor and thus create a safer and more consistent environment for all road users. A localised limit outside Bounds Green School would not address risks across the wider route, where pedestrian movements and bus activity remain high.

It should also be noted that during the peak periods, vehicular speeds along Bounds Green Road, which is classified as an 'A' road can be low, as this road is intended to carry large volumes of traffic. However, during the off-peak periods, when there is less traffic on the road, vehicular speeds can increase.

The proposed extension of the 20mph speed limit, coupled with the vertical deflections in the carriageway (speed tables) will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become 'self-enforcing', which will improve road safety, for all road users.

### 8.2.2 **Objection 2: Waste of Public Funds**

Many respondents expressed strong opposition to the proposed 20mph speed limit on Bounds Green Road, considering it unnecessary and an inefficient use of public funds. They suggested that resources should instead be directed toward essential maintenance, such as repairing potholes and uneven pavements, which pose safety risks to motorists, cyclists, and elderly pedestrians. One respondent recommended investing in street cleaning at the Bounds Green/North Circular junction. Concerns were also raised about the introduction of speed tables, which were described as costly, potentially damaging to vehicles and requiring ongoing maintenance. Overall, the

financial burden of implementing signage and physical traffic-calming measures was viewed as unjustifiable by several respondents.

**Council response:**

The Council accepts concerns regarding the allocation of resources and the perceived financial burden of implementing a 20mph speed limit and associated traffic-calming measures. However, the proposed scheme is designed to improve road safety and reduce the risk and severity of collisions, particularly for vulnerable road users such as pedestrians, cyclists and motorbikes. This approach aligns with Haringey Council's commitment to creating safer streets and supports Transport for London's Vision Zero strategy, which aims to eliminate all deaths and serious injuries on London's roads by 2041. Whilst maintenance of road surfaces and pavements remains a priority, investment in speed reduction measures is essential to achieving these safety objectives. Raised tables and other calming features are proven to reduce vehicle speeds and improve crossing safety, and their long-term benefits outweigh the maintenance costs.

Road humps do not cause damage to vehicles when driven over at appropriate speeds. However, motorists who choose to negotiate them at excessive speeds risk potential damage, typically affecting suspension or tyres. Drivers should adjust their speed based on the road layout and their vehicle type. Driving at speeds inappropriate for the road, vehicle, or traffic conditions can endanger the driver, passengers, and other road users.

**8.2.3 Objection 3: Impact on Traffic Flow and Congestion**

A recurring concern was that reducing the speed limit to 20mph would worsen congestion on an already heavily used 'A-road'. Slower speeds were seen as likely to disrupt traffic flow, create longer queues, and increase journey times for motorists and public transport users. Respondents warned that this could lead to traffic diversion onto neighbouring residential streets, transferring congestion and safety issues elsewhere.

**Council response:**

The proposal is designed to improve the overall network safety and reliability rather than reduce capacity. In urban corridors with frequent junctions, crossings, and bus activity, average speeds are already constrained by signal timings and traffic density; a consistent 20mph limit can smooth traffic flow, reduce harsh acceleration and braking, and improve journey time reliability, particularly for buses, by reducing collision risk and clearance delays.

To address the risk of traffic migration, the Council will implement a monitoring plan following implementation, including pre and post scheme surveys of traffic volumes and speeds. If material displacement or congestion is observed, targeted mitigations (e.g., signal optimisation, junction management or minor engineering changes) will be explored. TfL buses were consulted as part of the statutory consultation process and raised no concerns.

Overall, the intention is to create a safer, more predictable corridor for all users, whilst safeguarding the function of Bounds Green Road as a strategic route.

**8.2.4 Objection 4: Environmental and Economic Implications**

Several objections highlighted potential environmental drawbacks, arguing that stop-start traffic at artificially low speeds produces more emissions than steady movement at 30mph. Increased idling and slower traffic were seen as detrimental to air quality, particularly given the high volume of vehicles using Bounds Green Road daily. Concerns

were also raised about the economic impact of longer travel times on commuters and local businesses.

**Council response:**

The Council notes concern regarding potential environmental impacts associated with lower speed limits, including the risk of stop–start traffic, increased idling, and longer journey times. The proposed 20mph limit is designed to support smoother, more consistent driving behaviour along a signalised urban corridor, reducing harsh acceleration and braking, which are key contributors to particulate emissions and fuel inefficiency. By lowering collision risk and improving network predictability, the scheme also aims to reduce incident-related delays and the resulting congestion that can exacerbate local air quality issues.

**8.2.5 Objection 5: Safety and Effectiveness of 20mph limit**

Respondents questioned the safety benefits of a blanket 20mph limit on a wide, signal-controlled ‘A-road’, noting that such measures are typically more effective on smaller residential streets with high pedestrian activity. Without clear collision data or a robust safety assessment, the case for the proposal was viewed as weak. Some also argued that slower speeds could distract drivers, as they may focus excessively on speedometers rather than road conditions.

**Council response:**

National guidance from the DfT and TfL’s Vision Zero strategy both identify speed reduction as one of the most effective measures for improving road safety and reducing the severity of collisions. Even small reductions in speed significantly lowers the risk of fatal or serious injury. DfT research shows that a person is five times more likely to die if struck at 30mph than at 20mph.

While such measures are often associated with less busy residential streets, it should be noted that TfL aims to eliminate road deaths by 2041 by reducing speed limits to 20mph on all TfL roads within the central zone which are predominantly ‘A’ and ‘B’ classified roads. Applying a consistent 20mph limit on strategic corridors with schools, bus routes, and high pedestrian activity ensures safer conditions for all road users. Regarding concerns about driver distraction, evidence indicates that lower speeds generally improve reaction times and overall attentiveness, reducing the likelihood of severe crashes. Drivers are also expected to stay in control of their vehicles and be aware of the speeds that they are travelling, at all times.

This approach reflects Haringey Council’s commitment to its core values, prioritising resident safety, promoting sustainable travel, and supporting the Vision Zero ambition to eliminate all deaths and serious injuries on London’s roads by 2041.

**8.2.6 Objection 6: Public Transport Reliability**

Bounds Green Road is a key bus corridor, and objectors stressed that slower traffic would make bus journeys less reliable and significantly increase travel times for passengers, including schoolchildren and elderly residents who rely on public transport.

**Council Response:**

TfL Buses were consulted on the proposals and raised no objections to the scheme. While the introduction of a 20mph limit is not expected to cause delays to bus services, if traffic congestion does occur, bus priority measures can be explored, which can help

maintain journey times within acceptable thresholds, enhance service reliability, and support punctuality during peak periods.

#### 8.2.7 **Objection 7: Perceived Revenue Motives**

Concerns were raised that the scheme appears primarily as a means to impose fines and generate revenue rather than deliver meaningful benefits. Respondents also noted that previous measures such as the neighbouring LTN, have increased traffic volumes on Bounds Green Road, heightened risks for cyclists during peak hours, and worsened air pollution at the same times.

##### **Council response:**

The scheme is not intended as a means to impose fines or generate revenue. Its primary purpose is to improve road safety, reduce vehicle speeds, and create a safer environment for all road users, including pedestrians and cyclists. Enforcement measures are designed to ensure that drivers do not exceed speed limits rather than raise income.

Regarding concerns about traffic displacement from neighbouring LTNs onto Bounds Green Road, Haringey Council's 'Streets for People' initiative has been developed to promote a vision for thriving local streets, streets that are greener, safer and cleaner. As part of this initiative, Haringey Council introduced an LTN in Bounds Green in August 2022. A final monitoring report provides data and insights relating to the Bounds Green LTN trial. Building on the Interim report published in June 2023 and incorporating data from traffic counts undertaken in November 2023, this report seeks to understand how this LTN trial scheme (introduced under a new trial following changes that came into operation on 4 September 2023) is operating after over a year in operation. This report can be accessed [here](#).

#### 8.2.8 **Objection 8: Disregarded Consultation Process**

Some respondents expressed concerns about the consultation process, stating that it feels like a box-ticking exercise where feedback is disregarded if the majority opposes the proposals. They called for a genuine and transparent consultation process in which the Council listens to residents and, where there is clear majority opposition, demonstrates the willingness to reconsider or abandon the plans.

##### **Council response:**

The Council is committed to ensuring that all consultations are genuine, transparent, and meaningful. Feedback from residents is carefully considered alongside technical evidence, statutory requirements, and wider policy objectives, such as improving road safety and air quality. Whilst consultation outcomes are not determined solely by majority opinion, they play a critical role in shaping final decisions. Where significant concerns are raised, the Council reviews proposals and explores adjustments or mitigation measures to address issues wherever possible. The aim is to balance local views with the need to deliver borough-wide benefits and meet legal obligations.

#### 8.2.9 **20mph limit Enforcement**

A respondent has stated that enforcing 20mph speed limits is challenging without substantial police presence or physical traffic-calming measures, particularly on long, straight roads. Signed only schemes typically achieve minimal speed reductions around 1–2 mph, since drivers respond more to road design than signage. Such limits can provoke public frustration, leading to dissent, road rage and even vandalism of signs, straining relations between authorities and motorists. Moreover, research indicates that

signed only 20mph limits often lack statistically significant impact on reducing collisions or casualties, raising questions about their overall effectiveness.

**Council response:**

While enforcing 20mph speed limits can be challenging without significant police resources or physical traffic calming measure, particularly on long, straight road, the Council recognise these limitations and have designed the scheme to address them. Signed only limits often result in modest speed reductions of just 1–2 mph, as drivers respond more to the road environment than signage, and such measures can sometimes lead to public frustration or scepticism about effectiveness. To ensure compliance and improve safety outcomes, the proposed 20mph limit will include strategically placed speed tables at key locations, creating an environment that encourages lower speeds and enhances road safety for all users.

**8.2.10 Noise and vibration from raised tables**

Concerns were raised about the proposal to introduce multiple raised tables, citing a serious risk of increased ground-borne vibration and noise, especially given the soil composition (London Clay) and proximity of residential buildings to the carriageway. A resident stated that ‘while the Council references generic TRL data suggesting minimal risk beyond 2m, those laboratory trials did not consider real-world conditions involving continuous heavy traffic, buses, and HGVs. Repeated dynamic loading from vehicles striking raised tables can transmit perceptible vibration into nearby homes, particularly at night’.

A further comment was received noting that properties in the area already experience ground-borne vibration from London Underground and National Rail lines, and adding vertical deflections would introduce a third source, worsening an existing environmental stressor. The resident expressed concern that this proposal will affect not only structural integrity but also resident amenity and sleep quality, particularly for older or vulnerable individuals and has requested that the Council conducts a site-specific vibration and noise assessment. Without this, the proposal risks breaching the Council’s duty to evaluate cumulative environmental impacts and may contravene the Public Sector Equality Duty, as those most affected are often elderly or disabled residents with heightened sensitivity to noise and vibration.

**Council response:**

Whilst the Council has referred to Transport Research Laboratory (TRL) data indicating minimal risk beyond 2m, we recognise that these findings were based on controlled conditions and may not fully reflect real-world scenarios involving continuous heavy traffic, buses, and HGVs. We also note the concern that repeated dynamic loading could transmit perceptible vibration into nearby homes, especially during night-time hours. These observations will be carefully considered as part of the detailed design stage - for example we will specify flat-top or sinusoidal profile speed table ramps to soften vehicle impact. Studies show flatter, longer tables transmit less vibration than sharp, peak-style humps. The proposed speed tables will also comply with these recommendations and with The Highways (Road Humps) Regulations 1999, which specify heights between 25mm and 100mm. The scheme aims to use the Council’s standard 75mm height.

We are committed to ensuring that any measures implemented balance road safety objectives with the need to protect residential amenity.

The Council does not undertake vibration or ground velocity measurements before or after the installation of vertical deflection features, such as raised tables. This approach

follows DfT guidance, which specifies minimum distances between traffic-calming features and property foundations to prevent structural damage.

#### **8.2.11 Inconsistent approach to road hierarchy**

A resident has stated that Bounds Green Road functions as a main distributor route within Haringey's transport network, carrying large traffic volumes and serving several bus routes. Applying a blanket 20mph limit conflicts with the Council's statutory duty under Section 122 of the Road Traffic Regulation Act 1984 to balance safety with the "expeditious, convenient and safe movement of traffic." The Council does not explain how the proposed scheme satisfies it for such a heavily trafficked arterial corridor.

##### **Council Response**

Whilst Bounds Green Road is indeed a key distributor route, the introduction of a 20mph limit aligns with the Council's broader statutory obligations to improve road safety and reduce casualties, as well as its commitments under the Mayor's Transport Strategy and Vision Zero principles. Section 122 of the Road Traffic Regulation Act 1984 requires authorities to balance safety with the expeditious movement of traffic, not to prioritize one over the other. The proposed scheme therefore seeks to achieve that balance by enhancing safety while maintaining reasonable traffic flow.

#### **8.2.12 Lack of proportional or evidence-based alternatives**

A respondent noted that the Council has not provided evidence that less intrusive alternative measures were fully considered. They suggested that a range of targeted or time-limited measures could achieve similar safety outcomes while minimising negative impacts.

##### **Council Response**

The Council acknowledges the importance of exploring proportionate and evidence-based measures when implementing road safety schemes.

During the development of this proposal, a range of alternatives were reviewed, including targeted enforcement, junction redesign and time-limited restrictions near schools. These measures were not selected because collision data indicates that risk is not confined to isolated junctions or school hours but occurs along the entire length of Bounds Green Road from Bramer Avenue to the North Circular Road. A consistent 20mph limit will provide protection along that length of road, simplifies enforcement, and aligns with London wide Vision Zero objectives to reduce casualties. Localised or time limited interventions would deliver only partial benefits and require significant resources for design, consultation, and enforcement, while leaving other areas unprotected. For these reasons, the Council concluded that a uniform 20mph limit along the entire road, coupled with the raised tables, is the most effective and proportionate approach to improving safety for all road users.

- 8.3 The order does not prohibit loading or unloading at any time nor prohibit or restrict the passage of public service vehicles and so there is no obligation to hold a public inquiry. This report does not include a recommendation to hold a public inquiry as the implementation of the measures described in paragraph 6.5 above 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.

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

9.1 The reduction of the speed limit on Bounds Green Road between Braemar Avenue and the North Circular Road from 30mph to 20mph including the installation of raised tables and 2 x Vehicle Activated Signs 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 and particulate 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 Bounds Green Road – Proposed Extension of 20mph Speed Limit. The total estimated cost of delivering this proposed works is c.£200k, which will be funded via the Council's capital programme plan, under capital scheme 335 – Streetspace Plan (SCIL) Programme. Of the £2,717k capital budget for this scheme, approximately £217k have been spent as at end of qtr.2 leaving a remaining budget balance of £2,500k.

## 12 Comments of the Director of Legal and Governance

12.1 Traffic calming measures involving the installation of road humps are authorised by section 90A of the Highways Act 1980 and must comply with the Highways (Road Humps) Regulations 1999. Introducing speed limits via a traffic order are authorised under section 84 of the Road Traffic Regulation Act 1984.

12.2 Before speed limits are implemented, the Council must undertake a consultation in accordance with 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) and making the draft order/notice available for inspection at its offices, which it is stated in paragraphs 7.3 and 7.4 has been done.

12.3 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.

- 12.4 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.
- 12.5 The reasons why it is considered the duties in section 122 of the Road Traffic Regulation Act 1984 and section 16 of the Traffic Management Act 2004 have been discharged in respect of installing the raised tables/ introducing reduced speed limits are set out in paragraph 6.11 of this report.
- 12.6 The impact of the decision to install raised tables/introduce reduced speed limits on persons' human rights is considered to be proportionate as set out in paragraph 6.12 of this report and therefore lawful.
- 12.8 The decision to implement the proposal to reduce the speed limit on Bounds Green Road between Braemar Avenue and the North Circular Road from 30mph to 20mph including the installation of raised tables and 2 x Vehicle Activated Signs 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 and e-mail to the Head of Highways and Parking dated 22 July 2025.

### 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 Bounds Green Road between Braemar Avenue and the North Circular Road from 30mph to 20mph including the installation of raised tables and 2 x Vehicle Activated Signs as outlined in appendix B.
- 13.3 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 10% of Bounds Green 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% Bounds Green 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.
- 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
- Appendix E – Legal notice

#### **15 Background Papers**

- None