

Consultation Analysis

Statutory Consultation: November 2025

Proposed Extension of 20mph Speed Limit on Bounds Green Road N22

The proposed measures are designed to improve road safety and pedestrian accessibility.

1. 20mph Speed limit on Bounds Green Rd between Braemar Ave and the North Circular Rd.
2. Installation of raised tables along Bounds Green Road.
3. Installation of 2 Vehicle Activated Signs

Analysis

1. Support or Object to the proposed measures?

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

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2. Support or Object – by Road.

	Support or Object			
	Support		Object	
	Count	Row %	Count	Row %
Bounds Green Rd	3	43%	4	57%
Woodfield Way	14	82%	3	18%
Thorold Rd	6	100%	0	0%
Cornwall Avenue	2	50%	2	50%
Marlborough Rd	3	100%	0	0%
Park / Palace / Whittington Rds	8	89%	1	11%
Princes Ave / Crescent / Albert Rds	2	67%	1	33%
Durnsford / Brownlow Rds	2	50%	2	50%
Tewkesbury Terrace	4	67%	2	33%
Other local roads	40	78%	11	22%
Total	84	76%	26	24%

3. Comments & Suggestions listed by Object, Support.

Case Summaries

	Support or Object	Comments and suggestions (If objecting, please give reas...
1	Object	<p>1. It will worsen congestion on an already heavily used A-road. Bounds Green Road is a main distributor route, not a small residential street. Slowing all traffic to 20mph on a strategic corridor will slow flow, create longer queues, and push traffic into neighbouring residential streets. 2. It may increase pollution rather than reduce it. Stop-start traffic at artificially low speeds produces more emissions than steady movement at 30mph. With thousands of vehicles using this road daily, increased idling will worsen air quality for residents and people living near the junctions. 3. Safety benefits on this particular road are unproven. 20mph zones work best on smaller residential roads with high pedestrian activity, not on wide, signal-controlled A-roads. Without clear collision data or a proper safety assessment, the case for a blanket reduction is weak. 4. It will make bus journeys slower and less reliable. Bounds Green Road is a key bus corridor. Slower traffic means slower buses, poorer reliability, and longer journey times for commuters, schoolchildren, and elderly residents who rely on public transport. 5. No published evidence or modelling has been provided. Before changing the speed limit, the Council should publish data on collision history, predicted emissions impact, journey-time modelling, and effects on bus reliability. None of this has been shared. 6. Bounds Green Road already has strong traffic-calming features. Multiple sets of traffic lights, pedestrian crossings, narrowing, and bus stops naturally control speed. A further reduction feels excessive and unnecessary.</p>
2	Object	<p>The traffic along Bounds Green Road rarely goes above 30 mph during the drop off and collection time. There are safe crossing already in place also.</p>
3	Object	<p>There is already a footbridge and pedestrian crossings with red lights. Cars speeding is not a danger to children as it stands. My two children already attend the school and I have never seen speeding cars threatening children. 20 mph is very slow on a big wide road and there are already copious obstacles for motorists - this will not improve safety and will only slow down transit times (plus presumably another revenue source from the fines)</p>

4	Object	<p>Increased Congestion: lower speeds disrupt the smooth flow of traffic, especially on major arterial roads or during peak hours, leading to more frequent braking and acceleration and overall congestion. Longer Journey Times: The reduction in speed can significantly increase travel times for motorists and public transport, which can impact daily commutes and economic activity. Traffic Migration: There are concerns that drivers will avoid the 20 mph zones and use alternative residential streets as cut-throughs, simply moving the problem elsewhere. Increased Emissions and Fuel Consumption: a "stop-start" driving style, potentially induced by lower limits and physical calming measures like speed humps, leads to increased exhaust pollution and reduced fuel efficiency. Inefficient Engine Operation: Modern car engines are often designed to operate most efficiently at higher, steady speeds (e.g., around 55 mph), and consistently driving at 20 mph may lead to increased engine wear and maintenance costs. Difficulty in Enforcement: 20 mph limits are difficult to enforce without significant police resources or physical calming measures (like speed cushions), especially on long, straight roads. Low Compliance: signed-only 20 mph limits often result in only a modest reduction in average speeds (around 1-2 mph), as drivers are more influenced by the look and feel of the road than the signs alone. Cost: The implementation costs for signage and potential physical measures, is a waste of public money. Public/Driver Frustration: Unpopular or "blanket" schemes can lead to public dissent, frustration, "road rage," and even vandalism of signs, which creates tension between authorities and motorists. Questionable Effectiveness: Some studies have suggested that signed-only 20 mph limits have not shown a statistically significant effect on road traffic collisions or casualties in all locations. Distraction Concerns: One argument is that slower speeds may cause drivers to focus excessively on their speedometer to avoid penalties, rather than on the road around them, potentially making roads less safe.</p>
5	Object	<p>This is a through road. There is no need to reduce the speed to 20MPH. A waste of money that could be used much better for other causes. To start perhaps use it to ensure the basics are in place; mend all the potholes (not only an issue for motorists but very dangerous for cyclists) and the uneven pavements in the area which are a real problem especially for senior citizens who often resort to walking on the road. I also feel that these consultations are just a box ticking exercise and the results are just brushed aside if the clear majority of respondents are very much against these plans. I would appreciate a true and fair consultation, a council that actually listens to its residents and if it is clear that the proposed plans are not favoured by the majority, the courage to abandon their plans.</p>
6	Object	<p>It is unnecessary and will cause extra traffic there already is a speed camera there slowing traffic down completely your post to this</p>
7	Object	
8	Object	<p>It will cause more traffic which in turn will cause more pollution, on top of the pollution and traffic already caused by the LTN's in the Bounds Green area.</p>
9	Object	<p>Not needed as enough crossings</p>

10	Object	The changes are too widespread, seemingly to conveniently include the existing fixed speed cameras. Outside Bounds Green School a 20mph limit is reasonable, but localised to there only, not the whole road. Introducing speed bumps/traffic tables is a waste of tax payers' money and only causes damage to cars and neighbouring buildings, not to mention the additional maintenance required from bus damages to the surrounding road surface.
11	Object	This is like you telling us don't use the car. It is so strange
12	Object	1 This is not necessary. The money could be used better in fixing road surfaces and pot holes
13	Object	2
14	Object	3 Put in speed cameras form Bounds Green Tube towards North Circular Road because cars speed towards zebra crossing. Suggest you raise the zebra crossing better
15	Object	I object to the reduction of speed level to 20mph, and to the introduction of 20mph speed cameras which, down the line, will be used to generate more income for the council.
16	Object	7 I think it's totally unnecessary to put these measures in, as they're not needed. However, given the dismissive way Haringey has treated residents with the introduction of LTNs; I don't believe we will be listened to.
17	Object	10. Speed cameras already make most people drive at 20mph because there are no clear 30mph signs. This is such a waste of money. Hire more litter pickers instead, and clear up the Bounds Green / North Circular junction.
18	Object	13. I've lived here since the 1960s and these proposals are totally unnecessary. They will just be used for the council to collect more money from motorists to waste, instead of fixing roads and pavements. No common sense given for drivers who exit the 50mph NCR and enter a 20mph Bounds Green Road. Please rethink more sensible methods of raising money. We don't know why you consult when this will be pushed through anyway; as the council is desperate to obtain funds by any means possible.
19	Object	14.
20	Object	Never gets above 20mph anyway because of traffic except early in the morning and late at night. At those times remembering it's 20mph is a nightmare and just leads to revenue for the council from innocent mistakes by motorists.
21	Object	It's not necessary there's already so much traffic meaning you can't drive at 20mph.
22	Object	P
23	Object	P (no reasons given)

24	Object	<p>"I am a long-time resident of Bounds Green and face the traffic on this main road daily. Bounds Green Rd down to the North Circ is a wide road with wide pavements and cycle lanes on both sides. It has been modified recently with the construction of adequate cycle lanes and a pedestrian crossing near Gordan Rd. There is ample safe space for pedestrians, cyclists and motorists. Therefore, there appears to be no valid reasoning behind the implementation of a 20mh limit. This seems to be a waste of valuable financial resources, or maybe just a money-making scheme to raise funds via speeding fines. In my 30+ years of living in this area, the speed limit for motorists on this stretch has never been a problem - the introduction of a 20mh speed limit will only increase the congestion which is already atrocious, at the junction with the North Circular. At peak times Bounds Green Rd, leading from Wood Green to the North Circ, is already practically stationary. At times the journey from Wood Green to the North Circ can take over 45 mins because of heavy, slow-moving traffic. How will this scheme ameliorate that situation? It will not, it will only exacerbate it. Not to mention the increased environmental damage caused to the local air quality by hundreds of slow-moving vehicles chugging along at low speeds in traffic jams for hours. This new speed scheme will only make the lives of us residents even worse. I strongly object to such a money wasting scheme."</p>
25	Object	<p>TMO "This is an absolute joke and an utter waste of funds. Please just try and police or manage the existing 30mph before arbitrarily imposing a 24-hour joke limit that will be neither enforced or policed any differently than with the existing cameras or additional cameras to fine motorists. It will not encourage any more cycling, walking or use of public transport as you have adamantly refuse to publish independent results of existing LTNs across both Haringey and Enfield that appear to have made zero impact to the stated aims. This feels like it is simply another opportunity to impose fines and collect money from motorists. Nothing that has been done to date has made any difference other than increase traffic volumes on this stretch of road, increase risk to cyclists from 7am to 9:30am and from 2:30pm to 7pm every single work day and increase pollution at the exact same times. "</p>

26	Object	<p>In light of the above, I respectfully request that the Council: 1. Publish detailed data on traffic speeds, collision causation, and air-quality modelling used to justify the proposal; 2. Commission a vibration and noise impact study considering cumulative effects from road and rail; 3. Re-evaluate whether a full 20 mph restriction is appropriate for a main distributor road; and 4. Explore partial or time-limited 20 mph measures alongside targeted safety improvements (e.g. installation of cameras) rather than blanket restrictions / installation of raised tables.</p> <p>1. Traffic displacement and congestion As acknowledged by the Council, Bounds Green Road already experiences significant congestion—largely a result of displaced traffic from the Bounds Green Low-Traffic Neighbourhood and related schemes. During peak periods, vehicle speeds are already below 20 mph, making a further reduction unnecessary.</p> <p>2. Inconsistent approach to road hierarchy 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 20 mph 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.</p> <p>3. Questionable link between collisions and excessive speed The Council cites 44 recorded collisions (40 slight, 4 serious) over three years, but provides no analysis showing that excessive speed was the cause. Many of these incidents may relate to turning conflicts or junction layout rather than vehicles travelling at 30 mph. Without clear causation data or speed-profile evidence, the claim that a 20 mph limit will materially reduce accidents is not substantiated.</p> <p>4. Noise and vibration from raised tables This is my main concern. The proposal to install multiple raised tables introduces 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. While the Council references generic TRL data suggesting minimal risk beyond 2 metres, 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. This is a specific concern for me as I live in very close proximity to the area proposed to install the raised table</p>
27	Support	<p>My kids both go to Bounds Green school and it is a nightmare crossing Bounds Green Road. Anything that can make it safer will really help.</p>
28	Support	<p>Would it not make more sense to do a consultation about all roads being 20mph</p>
29	Support	<p>I fully support the implementation of a 20-mph speed limit as proposed here. I’ve personally witnessed various near-accidents between cars and pedestrians including children from the three nearby schools, and buggies.</p>
30	Support	<p>My child goes to Bounds Green school and it would be a nicer environment if the cars were travelling at 20mph</p>

31	Support	I appreciate the suggestion of putting in raised tables to slow the traffic down. I am generally concerned about the speed that some drivers drive on that section of road (which is often much faster than 30 mph). I have primary and secondary school aged children and I worry about them crossing at the Bounds Green junction.
32	Support	Bounds Green Road is a death-trap. Hundreds of children cross it every day. The bridge next to BG school is the only safe crossing. The one by Tesco and the one by BG station should be safe, as there are crossing lights. Unfortunately, drivers regularly ignore them, stop on crossings, etc. A 20mph speed limit would help, but it needs to be enforced with the cameras and fines. I live on a road with a 20mph speed limit, which is constantly ignored.
33	Support	I believe that Bounds Green definitely needs to be a 20-mph zone. Living here for 4 years now I have witnessed so horrific crashes and heard/seen the most awful outcomes. Not only do I think this needs to happen but we are in need of speed cameras to protect our community.
34	Support	It would make it much safer for the school run.
35	Support	
36	Support	Child safety.
37	Support	At the moment, cars drive very quickly on Bounds Green Road. My daughter goes to school at Bounds Green Primary and it feels very unsafe crossing the road. The crossing by the tube station (Bounds Green Road and Brownlow Road) is also very unsafe with cars turning left when they aren't supposed to. Cars have almost driven into me and my children multiple times when we have been crossing when it is a green man.
38	Support	Our children attend Bounds Green Primary and the road outside the school has regulars near misses due to speeding vehicles trying to jump through the junction to miss the changing lights. Totally support any measures that will reduce these actions
39	Support	Safety is more important than anything else.
40	Support	Hope to improve a dangerous, noisy and polluting road
41	Support	
42	Support	
43	Support	Cars often speed on the surrounding roads here and with the school and so many children around it's a constant problem. Anything that makes cars slow down is welcomed
44	Support	The crossing at Dunsford and Brownlow road also needs to be made safe it is currently extremely dangerous with lots of cars running red lights and speeding across the pedestrian crossings on a green man.
45	Support	
46	Support	Please improve the junction on Durnsford Road as well please to improve safety for pedestrians and cyclists
47	Support	
48	Support	
49	Support	
50	Support	

51	Support	I support the proposal to reduce the speed limit, as it would make the area much safer, especially during busy school times. I've also noticed frequent queues of vehicles on Palace Road during school drop-off and pick-up, which adds to pollution and creates safety concerns for people walking to school. It may be worth considering making Palace Road a school street, or adding a zebra crossing at the entrance. It's a key walking route for many children, and small changes here could make a meaningful difference to their safety.
52	Support	
53	Support	Please also extend the timing for the crossing lights so families have enough time to cross the road safely. It's currently too fast and kids, large families and those with prams get caught out.
54	Support	
55	Support	Can you also have a think about how to improve the crossings at Bounds Green Station - maybe the whole area should be gridded, so cars only go into that area if they can safely exit . Cars are constantly driving through red lights when families/children are trying to cross - it's really dangerous. Please don't wait for a fatality before you take action
56	Support	
57	Support	We hear motors racing after they come in off the north circular. The road is wider, but it would be safer and less noisy if slower.
58	Support	
59	Support	
60	Support	My children go to Bounds Green school and this speed limit would make a huge difference to the crossings near to the school
61	Support	
62	Support	
63	Support	
64	Support	Safety of our children comes first.
65	Support	
66	Support	
67	Support	
68	Support	Full support for speed reduction/control for safer streets
69	Support	
70	Support	
71	Support	Strongly support. Thankyou for looking after our children.
72	Support	4.
73	Support	5. 20mph would make road safer and reduce noise + pollution.
74	Support	This is very good news. It would be nice if at the same time something could be done about the frightening speed that some drivers cross the Bounds Green Road from Durnsford road into Brownlow.
75	Support	8. Yes, action the 20mph zone for safety. Why are you consulting on what you know best. Makes change for the safety of residents now.
76	Support	9.
77	Support	11. It should be continued right along Bounds Green Road. There have been too many bad accidents and 20mph speed limits should have happened years ago. Bounds Green Road is very busy.
78	Support	

79	Support	It needs to be monitored though, otherwise motorists totally ignore the 20 MPH like they do on Durnsford and other 20 mph roads in the area. If there aren't speed cameras or other means of traffic calming, then it's just a wasted effort and a waste of money.
80	Support	Improve safety, reduce noise
81	Support	For safety reasons, this is a no-brainer. Especially on the wide sections of the road there is a tendency of vehicles to speed, especially if entering from North Circular or Station Rd. I dare say 20mph will have minimal impact on journey times compared to the current surge & brake driving. Please consider extending the welcome cycle lane on Bounds Green Road along its whole length westwards to North Circular - the road is surely wide enough!
82	Support	Bounds Green crossing is very dangerous. It's only a matter of time before someone is seriously hurt. It needs to change.
83	Support	
84	Support	It should reduce the risk of harm caused by collisions
85	Support	
86	Support	
87	Support	There is lots of residential property, 3 schools and a tube station on this road. It therefore seems entirely appropriate that the full length of it be 20, not just the initial section nearest Wood Green. Please consider doing something at the same time to make the main junction with Durnsford Rd safer though, also with raised crossings. Lots of children cross here and driver behaviour at the junction can be dangerous.
88	Support	Cars tend to speed along sections of bounds green road. It makes it unsafe for pedestrians and cyclists. Also there is the noise pollution of motorbikes and enhanced vehicles pulling away at speed.
89	Support	The crossings in front of Bounds Green station are particularly dangerous and we see multiple infractions during the course of the week. This is running red lights, illegal left hand turns onto Brownlow Road and people getting confused at the pelican crossing from Bounds Green/Durnsford to Bounds Green which is used by very many families particularly during school drop off pick up. That whole crossing doesn't work and needs to be looked at, but to slow drivers down could that crossing be raised, or a speed bump put in to slow down drivers at those peak times?
90	Support	I have a young child and am often walking around the area and many cars drive unsafely
91	Support	
92	Support	Too many cars driving fast and dangerous for a family area
93	Support	15
94	Support	Please raise the pedestrian crossings at Bounds Green tube, particularly from Durnsford Road to the tube station, as a lot of children cross here and cars often speed through these lights. This is more necessary than raising the road at other places in the scheme such as where there are no crossings. A lot of people are concerned about safety at the junction. See for example the over 1,000 people who signed this petition: https://www.change.org/p/improving-safety-at-the-junction-of-bounds-green-road-and-durnsford-road

95	Support	
96	Support	Not only should the road be reduced to 20mph, but the speed limit should be enforced throughout the borough (which it currently doesn't feel like it is being).
97	Support	20mph makes roads much safer for children and older people, as well as cyclists. Please carry on making all parts of the borough 20mph. Many parents are terrified by the high number of road casualties in London.
98	Support	20mph speed limits create safer roads and a more pleasant traffic environment for non-car driving road users including cyclists and pedestrians
99	Support	With more people, driving SUVs, The old speed limit doesn't work for safety anymore.
100	Support	
101	Support	I sometimes cycle along the roads in Bounds Green and I would very much welcome 20 mph limits across the entire borough, so long as they are actually enforced with various other traffic calming measures (speed humps, cameras, sporadic police speed checks etc).
102	Support	also need improved cycle lanes on that route too.
103	Support	
104	Support	
105	Support	
106	Support	I fully support this proposal. This is a busy road with a lot of pedestrians crossing (particularly children) and drivers need to slow down and take more care. The slower speed will make little difference to how quickly drivers can reach their destination but it will have a big impact on safety. The speed limit does need to be enforced to be effective though. As well as cameras, I think it is also necessary to raise the pedestrian crossings at Bounds Green tube station, particularly crossing from Durnsford Road towards the tube station. This is a point at which a lot of drivers speed through the lights (heading towards the A406). This pedestrian crossing is busy and in recent months a car hit a child. A camera is no good after the fact - there needs to be a physical deterrent to driving fast. It is not acceptable to wait for a serious injury to make this safer.
107	Support	If this reduces the speeding then it will be fantastic. You might also consider adding another crossing near the Blake Road area.
108	Support	P. Suggest regular road humps. Put regular vehicle-activated signs at the beginning and at regular intervals. These are user friendly, although the Council will lose a little revenue used to maintain the councillors' binge lifestyles.
109	Support	I confirm our support for the proposals. We would like to comment that the raised tables should be carefully constructed with smooth entries and a sinusoidal profile.
110	Support	
Total		110

110