

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 Watermead Way and Hale Road N17

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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 extension of the 20mph speed limit on Watermead Way and Hale Road N17, from a point 27 metres north of the northern kerb line of Burdock Road to a point outside No.1 Hale Road, should proceed to implementation, following the completion of the statutory consultation exercise.

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 14 January to 4 February 2026 set out in Appendix D, on the proposals outlined in Appendices A and 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 Watermead Way and Hale Road N17, including the installation of two speed tables and a set of speed cushions as shown 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 majority of roads in Haringey are 20mph, 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 local area has taken place since 2016, with a high number of new residential dwellings being built and footfall has increased significantly.
- 6.5 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.
- 6.6 Speed surveys on Watermead Way and Hale Road were undertaken in November 2024, over a 7-day period, and the results were as follows.

Location:	Average Speed (mph)	Average Speed (mph)
Watermead Way south of Burdock Road	26.7 (Northbound)	24.6 (Southbound)

Hale Road west of Ashley Road	22.4 (Eastbound)	19.2 (Westbound)
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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 Watermead Way, 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, as outlined in Appendix B.

- 6.7 Officers reviewed the collision data for a 3-year period 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. Of these, 7 involved pedestrians and 6 involved power two-wheelers. Additional details on these PICs can **be found through TfL's Road Danger Reduction Dashboard (Power BI), accessible via the following [link](#).**
- 6.8 Between 6 June and 29 June 2025, a public consultation was conducted to gather feedback on reducing the 30mph section of Watermead Way and Hale 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:
- Provision of new speed tables and speed cushions on Watermead Way
 - New 20mph traffic signs and road markings
- 6.9 The Council received 43 responses during the public consultation period, 39 (91%) in support and 4 (9%) objecting to 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](#)
- 6.10 The total cost of the scheme is circa £40k and funding is assigned through the agreed capital programme scheme 335-Streetspace Plan (SCIL) Programme.
- 6.11 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 Watermead Way and Hale 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.
- 6.12 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.
- 6.13 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.

6.14 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 22 December 2025.

7.2 Notification documents were distributed to the local community on 13 January 2026. 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	7	100.0%
	Object	0	0.0%
	Other	0	0.0%
	Total	7	100.0%

8.2 The Council received 7 responses during the statutory consultation period, all of which were in support of the proposals.

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

9.1.1 The reduction of the speed limit on Watermead Way and Hale Road from 30mph to 20mph including the installation of two speed tables and a set of 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 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 for the proposed extension of 20mph speed limit on Watermead Way and Hale Road N17. The total estimated cost of delivering this **proposed works is c.£40k, 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 £262k have been spent as at end of qtr.3 leaving a remaining budget balance of £2,455k

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.
- 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 speed 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.
- 12.7 The decision to implement the proposal to reduce the speed limit on Watermead Way and Hale Road from 30mph to 20mph including the installation of two speed tables and a set of 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 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 to approve the reduction of the speed limit on Watermead Way and Hale Road from 30mph to 20mph including the installation of two speed tables and a set of speed cushions as outlined in appendix B.

13.2.2 A statutory notification period commenced on 13th January 2026, lasting for 21 days. Notification documents were distributed to all properties in the vicinity of the proposals (see Appendix C for boundary) to ensure that all stakeholders were made aware of the **Council's proposals. Legal notices were also placed on-street** and in the local newspaper and London Gazette.

- Out of the 7 responses received in support, 2 referred to the anticipated lower speeds having a positive impact on children using the controlled crossings, which are one of the protected characteristics.

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 7.6% 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 6.8% 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.**
- For other groups with protected characteristics, this decision will have a neutral impact.

13.2.4 Should approval be granted for the scheme, a Method Statement and Construction Phase Plan will be produced by the Contractor, ensuring safety and pedestrian accessibility during the implementation of the zebra crossing.

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