

RECORD OF DECISION TAKEN  
UNDER DELEGATED AUTHORITY

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendation[s] for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Report of Statutory Notification- Proposed introduction of a borough wide 20mph Speed Limit

Reason for relevant paragraph for authority under scheme of delegation

Decision of Assistant Director of Environmental Services and Community Safety

I approve the recommendations as set out in this report

Signature



Date

16/6/15.

Concurrence of relevant Cabinet Member

I concur with the above decision.

Signature



Date

16/6/15

## 1.0 Purpose

- 1.1 To report on the feedback received during the statutory notification carried out in January/ February 2015 on the possible introduction of a borough wide 20mph speed limit.
- 1.2 To seek approval to proceed with the recommendations as set out in section 13 of this report.

## 2.0 Background

- 2.1 The Cabinet, at its meeting of 18 June 2013, approved a borough wide consultation to gauge support amongst residents and businesses for Haringey to become a 20mph borough. Following this approval, consultation and market research were conducted between 1 August and 31 October 2013.
- 2.2 During the consultation process over 4500 responses were received indicating that while there was limited demand for a blanket borough-wide limit, the majority of respondents were in favour of a 20mph limit on residential roads, roads in the vicinity of schools, in town centres with a high pedestrian presence. A number of respondents commented that there were many roads where a 30mph limit would continue to be more appropriate.
- 2.3 The consultation results were considered by Cabinet in July 2014 (a copy of this report is contained in Appendix 7), who agreed to:
  - Authorise officers to proceed to detailed design and implementation of a 20mph speed limit on residential roads, roads in the vicinity of schools and in town centres.
  - Delegate approval of the detailed design and decisions relating to changes to Traffic Management Orders, to the Assistant Director of Environmental Services & Community Safety and the Cabinet Member for Environment.
- 2.4 The roads originally proposed for exclusion from the 20mph limit are indicated on the map attached in Appendix I.

## 3.0 Statutory notification process

- 3.1 Prior to commencing statutory (legal) notification, council officers held early engagement meetings with statutory bodies i.e. Metropolitan Police, London Fire Brigade and London Buses etc, to obtain their feedback on the proposal and to address any concerns.
- 3.2 In line with legal requirements a Notice of Intention ( a copy of the statutory notification document is attached as Appendix 2) was published on the 23 January 2013 in the London Gazette and in the following local newspapers in the borough and in neighbouring boroughs:
  - Haringey Independent
  - Enfield Independent
  - Barnet & Potters Bar Times
  - Waltham Forest Guardian

- Ham & High
- Islington Gazette
- Hackney Gazette

3.3 In addition, the statutory notification was provided to:

- All Ward Councillors
- Neighbouring boroughs, i.e. Islington, Camden, Enfield, Barnet and Waltham Forest.
- Doctor's surgeries, business and community organisations and Libraries.
- Key stakeholders i.e. TfL, Metropolitan Police, bus operators, etc.
- A feature (as well as the Notification) published in the February edition of the Haringey People.

3.4 Wider information was provided through the dedicated 20mph web page on the council's web site.

3.5 Officers also provided information at area forums prior to and during the statutory notification process.

3.4 Given the far reaching implications, a door drop delivery was not utilised with each individual household in the borough. The list of organisations to whom the statutory notification was sent to is attached in Appendix 3.

#### **4.0 Statutory notification Feedback**

4.1 The notification process invited any interested party to comment by letter, email or through an on-line feedback form. During the 21 day notification period, a total of 80 responses were received by the cut off date of 13 February 2015.

4.2 The breakdown of the feedback is as follows:

- 47 supported the proposal
- 29 opposed the proposals
- 4 responded with another view

4.3 Overall, the feedback indicates that the majority of those who responded are in support of the introduction of a 20mph speed limit. The analysis of feedback is attached in Appendix 4 and provides a breakdown of responses.

#### **5.0 Feedback from neighbouring boroughs**

5.1 The council received responses from neighbouring boroughs, London borough of Camden and Islington, supporting the proposal.

#### **6.0 Feedback from ward Councillors**

6.1 A response was received from a Fortis Green ward councillor requesting for Queens Avenue, N10 to be included as part of the 20mph limit, as the road is

used by young people walking to and from local schools in the area and by many pedestrians going to Muswell Hill Library and the shopping area.

6.2 Plans have now been amended to include Queens Avenue in 20mph limit.

## **7.0 Feedback from statutory bodies**

7.1 No comments or objections were received from statutory bodies in regards to the proposal during the statutory notification period.

## **8.0 Chief Finance Officer Comments**

8.1 A budget provision for implementation of the scheme is contained within the 2014/15 and 2015/16 LIP allocations. Finance envelope for 2014-15 is £273k and indicative 2015-16 budget is £422k. Measures implemented should not exceed the budget provision. The scheme must be fully externally funded with no impact on council resources.

## **9.0 Legal Implications**

9.1 The legal power to change speed limits is contained in Part VI Road Traffic Regulation Act 1984 and more specifically at section 84(1) and (4) of the Act which enables traffic authorities to make orders prohibiting the driving of motor vehicles on a road at a speed exceeding that specified in an order. There is a requirement to give public notice of any intention to make an order. In coming to a decision whether to make an order and therefore in exercising a function under the Act there is duty under section 122 on a local authority "to secure the expeditious, convenient and safe movement of vehicular and other traffic(including pedestrians) and the provision of suitable and adequate parking facilities" with particular regard to the following-

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of the locality;
- national air quality strategy;
- the importance of facilitating the passage of public service vehicles and securing the safety and convenience of persons using or desiring to use such vehicles;
- any other matters that appear relevant.

9.2 The procedure for orders is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which contains consultation and publicity requirements before an order can be made.

## **10.0 Comments of the Assistant Director of Corporate Governance**

10.1 The legal position and statutory requirements for consultation are set out in Paragraph 9 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory notification is undertaken and due consideration similarly given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals.

## 11.0 Equal Opportunities

- 11.1 The publicity and engagement approach enabled any interested party with the opportunity to make representation regarding a borough wide 20mph limit for Haringey.

## 12.0 Summary of salient issues

- 12.1 The representations received to the notification, while low in number, indicate that the majority of respondents are generally in support of the proposed 20mph speed limit.
- 12.2 **Grounds of representation:** The borough's existing 20mph zones are not enforced at present and a blanket 20mph limit would increase non-compliance, potentially making the speed limit less effective.
- 12.3 **Council's response:** Half of the streets in the borough are already subject to a 20mph limit, which has so far been successful in reducing speed in these streets. This scheme simply extends the limit to the remaining borough roads. The implementation of the 20mph limit will initially rely on signs and road markings only, however the council will continue to monitor the scheme and consider the introduction of physical measures, where this is deemed necessary.
- 12.4 **Grounds of representation:** A speed limit of 20mph on residential roads for 24 hours, 7 days a week is unduly restrictive and suggested a time limit on the 20mph during school hours to revert back to 30mph outside those hours.
- 12.5 **Council's response:** Traffic speeds can be too fast in our residential and local shopping streets, which can prevent more people walking and cycling and can increase the number and severity of accidents. Research shows that 20mph limits can reduce the level and severity of accidents.
- 12.6 **Grounds of representation:** The proposals are a waste of taxpayers' money and that it could be put to better use by concentrating on locations where safety was a real issue. Education for cyclists would assist in making the roads safer.
- 12.7 **Council's response:** The council considered all the views/comments received during the previous public consultation period and refined proposals prior to the statutory notification period. The council recognises that speed reduction plans are long term, but that over time driver's attitudes and behaviours will change, increasing compliance. The council will continue to promote the 20 mph limit during and after implementation and will work in partnership with the Metropolitan Police and the local community, to achieve cultural change, securing safety benefits for all. The council through its smarter travel programme delivers a range of road safety education projects and this includes cyclist training.
- 12.8 **Grounds of representation:** The council didn't conduct a wider consultation with residents in the borough to get the support to the proposal and also felt that the council didn't publicise the consultation sufficiently.

- 12.9 **Council's response:** The council exceeded the statutory requirements, undertaking public consultation and market research, before proceeding to statutory notification.
- 12.10 **Grounds of representation:** A 20mph limit will increase pollution / the council didn't analyse the impact of 20mph limit have on the environment.
- 12.11 **Council's response:** DfT guidance states, that generally driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used.
- 12.12 **Grounds of representation:** A number of representations received requested that the 20 mph speed limit be introduced in the following roads, that were originally excluded: The Roundway, Priory Road, Fortis Green, Muswell Hill, Queens Avenue, West Green Road, Turnpike Lane and Lordship Lane.
- 12.13 **Council's response:** In consideration of these requests, Queens Avenue, Turnpike Lane and West Green Road will be included in the 20 mph limit. With regards the other roads, the 30mph limit should be retained, but this will subject to a post implementation review.
- 12.14 The full detail of feedback to the statutory notification is set out in Appendix 4. Representations received were generally in favour of the introduction of the 20mph limit, with some concerns raised regarding future enforcement, which will be addressed during and after implementation. It is therefore recommended that the council introduce the 20 mph limit as proposed, excluding the streets indicated on the map attached in Appendix 5.
- 12.15 The implementation of the measures is programmed to be delivered over 6 months and in two phases with a provisional go live date in the New Year. The first phase of works involves the erection of 20mph sign roundels to all existing 30mph borough roads and the second tranche will involve the introduction of terminal points as per the illumination requirements of the regulations.
- 12.16 The Project Initiation Document (PID) containing the key components of the project's governance arrangements and programme is attached in Appendix 6.

### 13.0 Recommendations

- 13.1 It is recommended that the Cabinet Member and the Assistant Director of Environmental Services and Community Safety:
- a) Note the feedback of the statutory notification set out in this report.
  - b) Authorise officers to carry out the additional statutory notification to include Queens Avenue, Turnpike Lane, and West Green Road within the 20mph limit.
  - c) Authorise officers to proceed with the introduction of a 20mph limit in all residential streets, roads in the vicinity of schools and in town centres. The roads to remain at their existing default speed limit are indicated on the map attached in Appendix 5.
  - d) Approve that all interested parties be informed of this decision.

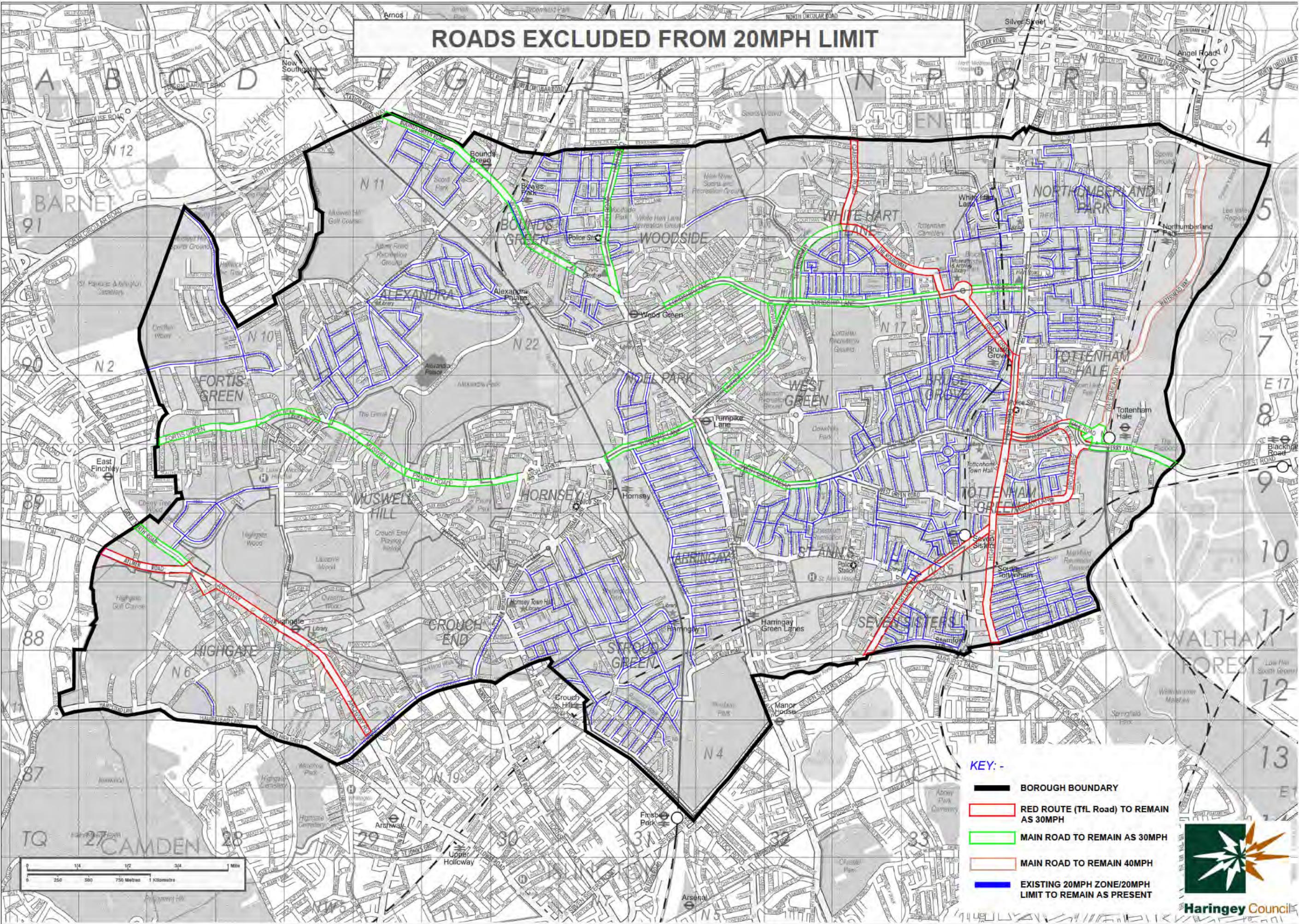
## List of Appendices

- 1 - Original map displaying extent of proposal during statutory notification
- 2- Statutory Notification Document
- 3- List of Organisations to whom the Statutory Notification were sent to
- 4- Summary of representations received.
- 5- Map displaying final version of proposals
- 6- Copy of the Project Initiation Document (PID)
- 7- Copy of the Cabinet report dated 15 July 2014.

## APPENDIX 1

Original map displaying extent of proposal during statutory notification

# ROADS EXCLUDED FROM 20MPH LIMIT



- KEY: -**
-  **BOROUGH BOUNDARY**
  -  **RED ROUTE (TfL Road) TO REMAIN AS 30MPH**
  -  **MAIN ROAD TO REMAIN AS 30MPH**
  -  **MAIN ROAD TO REMAIN 40MPH**
  -  **EXISTING 20MPH ZONE/20MPH LIMIT TO REMAIN AS PRESENT**



## APPENDIX 2

### Statutory notification Document



23 January 2015

## **STATUTORY NOTIFICATION**

### **Proposed Extension of 20mph Speed Limits across the Borough**

**Dear Resident or Business,**

The Cabinet, at its meeting of 18 June 2013, approved a borough wide consultation to gauge support amongst residents and businesses for Haringey to become a 20mph borough. Following this approval, consultation and market research were conducted between 1 August and 31 October 2013.

The proposal did not include Transport for London Road Network roads (Red Routes) as these are managed by Transport for London. It did however include all classified roads, which are the distributor routes through the borough under the authority of L.B. Haringey.

We received over 4500 responses to the public consultation and market research survey and this feedback indicated that while there is limited demand for a blanket borough-wide limit; the majority of respondents are in favour of a 20mph limit on residential roads, roads by schools, and roads in shopping areas with a high pedestrian presence. Many respondents commented that there are many roads where a 30mph limit is more appropriate.

The consultation results were considered by the Council's Cabinet who subsequently approved the introduction of a 20mph limit for all residential roads and roads in the borough's town centres. Existing speed limits on the remaining main road network would be retained.

A copy of the Council's report( including responses received during the consultation and market research) can be found on the 20mph Limit page of our website at [www.haringey.gov.uk](http://www.haringey.gov.uk) under Environment & transport > Road and Streets > Road Safety Consultation > 20mph Speed Limit Consultation.

Given the Cabinet's approval we will be undertaking statutory notification as part of the Traffic Management Order process to introduce a 20mph limit in all residential streets and in town centres in the borough with exception of main roads which at this stage be retained as 30mph. Watermead Way, N17 which is a 40mph road and 'red routes' managed by Transport for London will also be unaffected. The excluded roads are indicated on the map attached.

A notice will be advertised in the local press and on the council's website at [www.haringey.gov.uk](http://www.haringey.gov.uk). More information about the proposal will also be available at the council's dedicated 20mph Speed Limit webpage on the website.

Please note statutory notification differs from formal consultation in that it informs of our intention to introduce 20mph speed limit rather than seeking views in favour or against the proposal. If you would like to make a representation on this proposal, please put the reference: TM/STAT20mph Limit/AC on your email, contact form or letter, and include your name and address. Letters should be sent to the above address on the letter head or you can email us at [Frontline@haringey.gov.uk](mailto:Frontline@haringey.gov.uk). An online feedback form will also be available on the webpage. The closing date for representations is **13 February 2015**.

Once the statutory notification process has ended we will be presenting an analysis of the representations received to our Cabinet Member for due consideration and request approval to make the necessary traffic order.

Please contact Greville Percival on 020-8489-1326 or Beth Girma 020-8489-1763 should you wish to discuss this matter further.

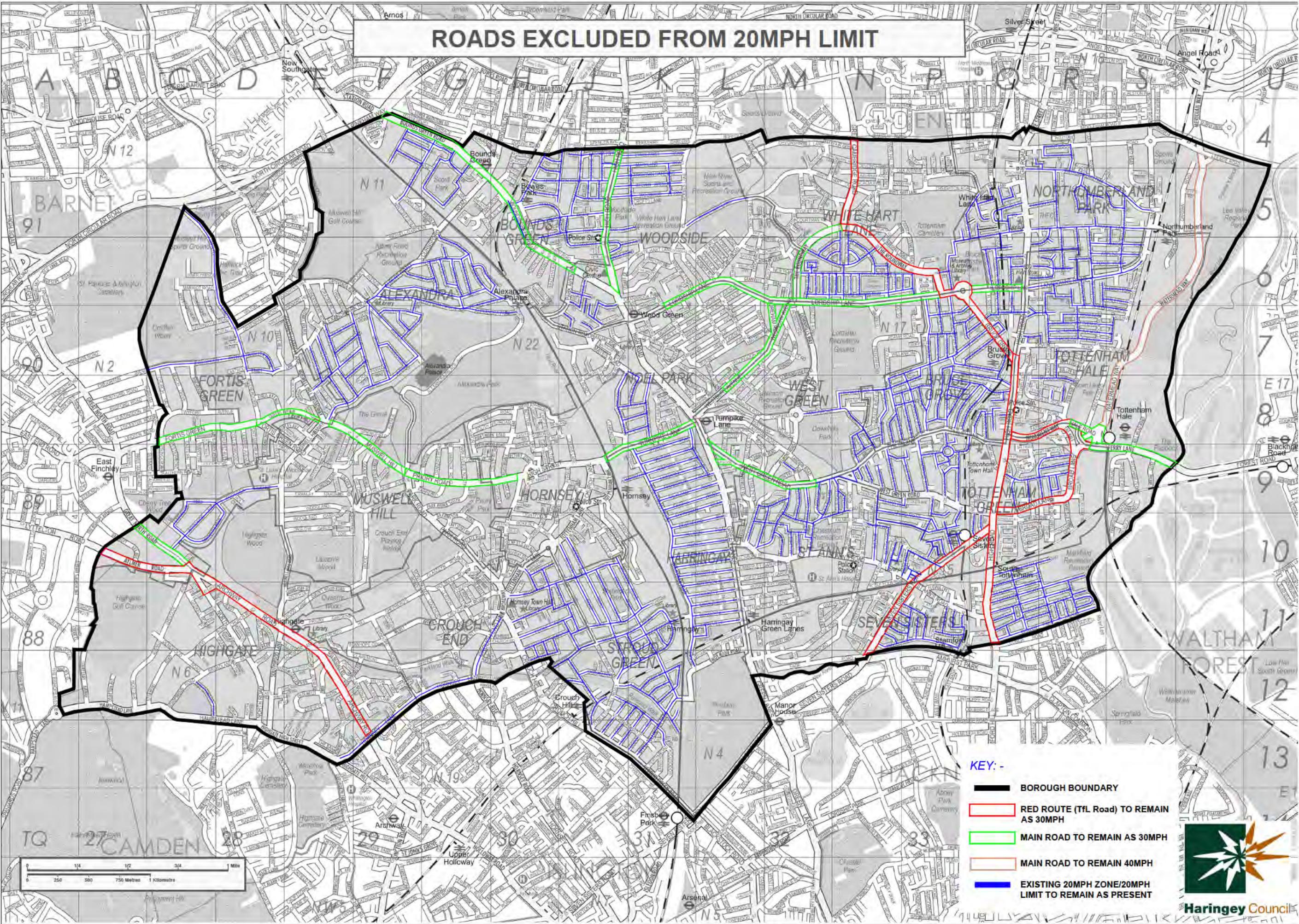
Thank you for your attention.

Yours sincerely,



Ann Cunningham  
**Head of Traffic Management**

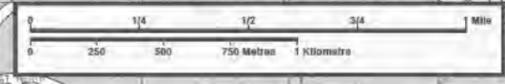
# ROADS EXCLUDED FROM 20MPH LIMIT



- KEY: -**
-  **BOROUGH BOUNDARY**
  -  **RED ROUTE (TfL Road) TO REMAIN AS 30MPH**
  -  **MAIN ROAD TO REMAIN AS 30MPH**
  -  **MAIN ROAD TO REMAIN 40MPH**
  -  **EXISTING 20MPH ZONE/20MPH LIMIT TO REMAIN AS PRESENT**



**Haringey Council**



## APPENDIX 3

List of Organisations where the statutory notification was sent  
to

# Frontline Consultation

## 20mph - Circulation

### Area Forums – Presentations in progress

(Additional Mail out through Committee Administration team)

#### Arts & Culture

[Alexandra Palace](#) ; [Art of Spin](#) ; [redacted] ; [Bruce Castle](#) ; [redacted] ; [redacted]  
[redacted] ; [EuroArt Studios](#) ; [redacted] ; [redacted] ; [H1P Gallery](#) ; [Idit Gold](#) ;  
[redacted]  
[redacted] ; [The Chocolate Factory](#)  
; [Wise Thoughts](#) ; [Word for Word](#)

#### Schools

#### Residents Associations

Haringey Federation of Residents Associations

HFRA, 7 Carrick Gardens, N17 7AX [info@haringeyresidents.org](mailto:info@haringeyresidents.org) 0208 216 9651

[redacted]

#### Faith

<mailto:info@iantrust.org> [rafaat@iantrust.org](mailto:rafaat@iantrust.org)

[redacted]

[London Islamic Cultural Centre](#)

&  
&

[redacted] [Sufi Centre](#)

[Assunnah Islamic Centre](#)

[Fatih Mosque](#)

[redacted]

[Ghana Muslim Welfare Centre](#)

&  
&

[South Tottenham Mosque](#)

[United Islamic Association](#)

[Masjid](#)

St Benet Fink Church, Tottenham [www.stbenetfink.org.uk](http://www.stbenetfink.org.uk)

St James' Church [www.st-james.org.uk](http://www.st-james.org.uk)

St Michael C Of E Church [stmichaelhighgate.wordpress.com](http://stmichaelhighgate.wordpress.com)

St John Vianney Catholic Church [www.rcdow.org.uk](http://www.rcdow.org.uk)

St Ann's Church Tottenham [www.st-anns.org.uk](http://www.st-anns.org.uk)

St John The Baptist Greek Orthodox Church [www.stjohnthebaptist.eu](http://www.stjohnthebaptist.eu)

St Marys Church [www.stmaryn16](http://www.stmaryn16)

# Frontline Consultation

## Doctors Surgeries

The Surgery

Doctors (Hospitals & Medical Establishments) serving London area  
15 High Road, London, N15 6LT  
Tel: 020 88006507

Doctors (Other) serving London area  
119 Lordship Lane, London, N17 6XE  
Tel: 020 88011515

Doctors (Hospitals & Medical Establishments) serving London area  
Highgate Group Practice, 44 North Hill, London, N6 4QA  
Tel: 020 83406628

Doctors (Hospitals & Medical Establishments) serving London area  
49 Tottenham Lane, London, N8 9BD  
Tel: 020 83479489

Doctors (Hospitals & Medical Establishments) serving London area  
461-463 High Road, Tottenham, London, N17 6QB  
Tel: 020 88084710

Doctors (Hospitals & Medical Establishments) serving London area  
Statham Gr, London, N16 9DP  
Tel: 020 72544327

Doctors (Hospitals & Medical Establishments) serving London area  
Highgate Group Practice, 44 North Hill, London, N6 4QA  
Tel: 020 83406628

Doctors (Hospitals & Medical Establishments) serving London area  
Ferry Lane, London, N17 9NF  
Tel: 020 88017979

Doctors (Hospitals & Medical Establishments) serving London area  
57 Dowsett Road, London, N17 9DL  
Tel: 020 88084203

Doctors (Hospitals & Medical Establishments) serving London area  
22 Cheshire Road, London, N22 8JJ  
Tel: 020 88888378

Doctors (Other) serving London area  
Crouch End Health Centre, 45 Middle Lane, London, N8 8PH  
Tel: 020 83487711

Doctors (Hospitals & Medical Establishments) serving London area  
Doctors Surgery, 326 Philip Lane, London, N15 4AB  
Tel: 020 88080322

# Frontline Consultation

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Moorum House Medical Practice, 3-5 Bounds Green Road, London, N22  
8HE  
Tel: 020 88883747

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
153 Park Road, London, N8 8JJ  
Tel: 020 83407940

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Highgate Group Practice, 44 North Hill, London, N6 4QA  
Tel: 020 83406628

[REDACTED]  
Doctors (Other) serving London area  
The Surgery, 98 Turnpike Lane, London, N8 0PH  
Tel: 020 88896770

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
2 Egerton Road, London, N16 6UA  
Tel: 020 88001000

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Highgate Group Practice, 44 North Hill, London, N6 4QA  
Tel: 020 83406628

Elm Practice  
Doctors (Hospitals & Medical Establishments) serving London area  
1A Fountayne Road, London, N16 7EA  
Tel: 020 76834839

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
62 Cranwich Road, London, N16 5JF  
Tel: 020 88022002

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Somerset Gardens Family Health Care Centre, 4 Creighton Road, London,  
N17 8NW  
Tel: 020 84939090

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
2 Egerton Road, London, N16 6UA  
Tel: 020 88001000

T Strommer  
Doctors (Hospitals & Medical Establishments) serving London area  
Moorum House Medical Practice, 3-5 Bounds Green Road, London, N22  
8HE  
Tel: 020 88883747

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
573 Green Lanes, Haringey, London, N8 0RL  
Tel: 020 88066993

# Frontline Consultation

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Barton House Health Centre, 233 Albion Road, London, N16 9JT  
Tel: 020 72495511

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
198 St. Anns Road, London, N15 5RP  
Tel: 020 88007060

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
1 Arcadian Gardens, London, N22 5AB  
Tel: 020 88884142

Woolaston House  
Doctors (Hospitals & Medical Establishments) serving London area  
25 Southwood Lane, London, N6 5ED  
Tel: 020 83486990

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Barton House Health Centre, 233 Albion Road, London, N16 9JT  
Tel: 020 72495511

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
82 Batley Place, London, N16 7NS  
Tel: 020 72758558

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Highgate Group Practice, 44 North Hill, London, N6 4QA  
Tel: 020 83406628

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Somerset Gardens Family Health Care Centre, 4 Creighton Road, London,  
N17 8NW  
Tel: 020 84939090

[REDACTED]  
Doctors (Other) serving London area  
Broadwater Farm Health Centre 2a Willan Road, Tottenham, London, N17  
6BF  
Tel: 020 83651022

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
Barton House Health Centre, 233 Albion Road, London, N16 9JT  
Tel: 020 72495511

[REDACTED]  
Doctors (Hospitals & Medical Establishments) serving London area  
26 Westbury Avenue, London, N22 6RS  
Tel: 020 88883227

# Frontline Consultation

## Businesses

### Haringey Town Centre Networks

The networks below have been set up by the local business community to represent the concerns of town centre based businesses across the borough. They are all independent of the council and managed by their members.

For general information please contact the council's Economic Development Team on 020 8489 6912

### The Crouch End Project

- Web: [The Crouch End Project website \(external link\)](#)

### Haringay Traders Association

- Web: [Haringay Traders Association website \(external link\)](#)

### Muswell Hill Traders Group

- Web: [Muswell Hill Traders Group website \(external link\)](#)

### Tottenham Traders Partnership

#### The Business Lounge

Advice and networking for start ups

Wood Green Library, High Road, Wood Green, London N22 6XD

Tel: 020 8489 2780

Web: [Business Lounge webpage](#)

## Collage Arts

Advice and networking for the creative sector

The Chocolate Factory 2, 4 Coburg Road Wood Green London N22 6UJ

Tel: 020 8365 7500

Email: [info@collage-arts.org](mailto:info@collage-arts.org)

Web: [Collage Arts website \(external link\)](#)

### Chocolate Factory

Artist workspace

The Chocolate Factory, Clarendon Road, Wood Green, London N22 6XJ

Tel: 020 8881 8177

Email: [info@workspacegroup.co.uk](mailto:info@workspacegroup.co.uk)

Web: [Chocolate Factory website \(external link\)](#)

### HAVCO

Support for voluntary sector and community organisation and businesses

Units 336-337, Lee Valley Technopark, Ashley Road, London N17 9LN

Tel: 020 8880 4046

Email: [info@havcoharingey.org.uk](mailto:info@havcoharingey.org.uk)

Web: [HAVCO website \(external link\)](#)

### Selby Centre

Work space for community organisations

Selby Centre, Selby Road, Tottenham, London N17 8JL

Tel: 020 8885 5499

Email: [Selbytrust@aol.com](mailto:Selbytrust@aol.com)

Web: [Selby Centre website \(external link\)](#)

# Frontline Consultation



## Small Business Network

Support for sole traders, online and home based businesses

Barnard Hill, Muswell Hill, London N10 2HB

Tel: 020 8883 7210

Email: [info@smallbusinessnetwork.biz](mailto:info@smallbusinessnetwork.biz)

Web: [Small Business Network website \(external link\)](#) [liz@smallbusinessnetwork.biz](mailto:liz@smallbusinessnetwork.biz)

## Leasehold Panel and Leaseholders' Forum Resident involvement



## Friends of Parks Forum To engage with Friends Groups



## Haringey Friends of Parks Forum

We are an independent and very successful umbrella organisation and network for the 30 local Friends groups of Haringey residents who are active in 'taking ownership' of, and protecting and improving, our parks and open spaces.

[www.haringeyfriendsofparks.org.uk](http://www.haringeyfriendsofparks.org.uk) [info@haringeyfriendsofparks.org.uk](mailto:info@haringeyfriendsofparks.org.uk)

## Sustainable Haringey

We support the development of a Sustainable Haringey network, which will promote and encourage: (1) sustainable energy policies; (2) reduced consumption and waste, and maximise re-usage and recycling; (3) sustainable travel; (4) local production of food, goods and services; (5) protect and improve green spaces and natural habitats; (6) strong local communities.

[www.sustainableharingey.org.uk](http://www.sustainableharingey.org.uk)

## Libraries (Distribution via Libraries Dept)

- Wood Green Central Library, N22
- Alexandra Park Library, N22
- Coombes Croft Library, N17
- Highgate Library, N6
- Hornsey Library, N8
- Marcus Garvey Library, N15
- Muswell Hill Library, N10
- St Ann's Library, N15
- Stroud Green & Harringay Library, N4

# Frontline Consultation



## Statutory Contact List

	E-mail Address
The AA	<a href="mailto:press.office@theaa.com">press.office@theaa.com</a>
Arriva London	<a href="mailto:areaofficen.london@arriva.co.uk">areaofficen.london@arriva.co.uk</a>
Metro line	[REDACTED]
London Fire	[REDACTED]
London Fire	<a href="mailto:haringeygroup@london-fire.gov.uk">haringeygroup@london-fire.gov.uk</a>
London Fire	<a href="mailto:northwestareasupportteam@london-fire.gov.uk">northwestareasupportteam@london-fire.gov.uk</a>
London Fire	[REDACTED]
London Ambulance	<a href="mailto:dsoedmonton@lond-amb.nhs.uk">dsoedmonton@lond-amb.nhs.uk</a>
London Ambulance	[REDACTED]
London Ambulance	[REDACTED]
Met Police	<a href="mailto:haringeyborough@met.police.uk">haringeyborough@met.police.uk</a>
Met Police	[REDACTED]
Met Police	<a href="mailto:TDNE-trafficmanagement@met.police.uk">TDNE-trafficmanagement@met.police.uk</a>
London Travel Watch	<a href="mailto:info@londontravelwatch.org.uk">info@londontravelwatch.org.uk</a>
Road Haulage Association	[REDACTED]
Freight Transport Association	<a href="mailto:trafficordersgreatersoutheast@fta.co.uk">trafficordersgreatersoutheast@fta.co.uk</a>
Transport for London	[REDACTED]
Transport for London	[REDACTED]
Transport for London	<a href="mailto:london.streets@tfl.gov.uk">london.streets@tfl.gov.uk</a>
London Buses TfL	[REDACTED]
Street Management TfL	<a href="mailto:streetmanagement@tfl.gov.uk">streetmanagement@tfl.gov.uk</a>
Living Streets	<a href="mailto:info@livingstreets.org.uk">info@livingstreets.org.uk</a>
Leader of the Council LBH	Cllr Claire Kober - <a href="mailto:Claire.Kober@haringey.gov.uk">Claire.Kober@haringey.gov.uk</a>
Assistant Director for Environmental Services and Community Safety LBH	[REDACTED]
Head of Traffic Management LBH	[REDACTED]
Neighborhood Action Manager LBH	[REDACTED] <a href="#">uk</a>

## Children and Young People's Service

Description: The link below takes you to three documents that cover the Children and Young People's Plan: Strategic Plan 2009 - 2020. Implementation Plan 2009 - 2012. Evaluation of Changing Lives 2008 - 2009. These are the Haringey Children's Trust (comprised of key agencies such as...

Postcode: N22 7TY

Telephone: 020 8489 4694 / 020 8489 4694

Email: [Cypplan0609@haringey.gov.uk](mailto:Cypplan0609@haringey.gov.uk)



# Frontline Consultation

## Complaints Team

Description: The Complaints Team deal with any comments, compliments, complaints or suggestions about the Council's services. Parents/carers or young people themselves can contact the Complaints Team with any worries or concerns such as what happens in schools, the content of lessons, and their child's progress in...

**Postcode:** N22 7TY

**Telephone:** 020 8489 3187

**Email:** [thechildrenservice.complaints@haringey.gov.uk](mailto:thechildrenservice.complaints@haringey.gov.uk)

## Disabled children's team in social services

Description: This team provides social work assessment and care management services to children with disabilities and their families. Before services can be provided an assessment of the child, young person and their family's needs is carried out. Then a care plan is made about how these...

**Postcode:** N22 7SG

**Telephone:** 020 8489 3668 / 020 8489 3668

## Family Link Short Breaks Service

Description: Family Link Short Breaks Service is a service for disabled children and their parents that links them with another family, or an individual, to give them a short break of respite care. For further information please contact the team at the number listed or...

**Postcode:** N22 7SG

**Telephone:** 020 8489 3787

**Email:** [fostering.adoption@haringey.gov.uk](mailto:fostering.adoption@haringey.gov.uk)

## Haringey Asian Day Care Service

Description: Day care for older people from the Asian community. Lunch club Monday - Friday 12.30pm - 2pm (lunch £3.50 for retired and disabled people, £4 for employed people). Transport provided to and from the centre. Assessment needed for full day care placement.

**Postcode:** N22 6TB

**Telephone:** 020 8889 8981

**Email:** [capdaycare@aol.com](mailto:capdaycare@aol.com)

## Haringey Autism

Description: This is a group for parents and carers of children with autism, which provides mutual support and social contact, share information and campaign for local provision. A lending library for parents is available at the meetings.

**Postcode:** N22 7AX

**Telephone:** 020 8889 8422 / 020 8889 8422

**Email:** [juliayang2@aol.com](mailto:juliayang2@aol.com)



# Frontline Consultation

## Haringey Carers Centre

Description: The Carers Centre is an independent charity from The Princess Royal Trust for Carers that helps carers by providing: - Information and advice about all issues affecting carers, including benefits, breaks, respite and support services, carer assessment procedures, aids and adaptations - Emotional support -...

**Postcode:** N22 5RP

**Telephone:** 020 8888 0808 / 020 8888 0808

**Email:** [info@haringeycarers.org](mailto:info@haringeycarers.org)

## Haringey Phoenix Group

Description: This group provides support to visually impaired people, their families and carers.

**Postcode:** N22 5RP

**Telephone:** 020 8889 7070 / 020 8889 7070

**Email:** [haringeyphoenixgroup@yahoo.co.uk](mailto:haringeyphoenixgroup@yahoo.co.uk)

## Haringey register of children with disabilities

Description: This form is available by contacting the disabled children's team.

**Postcode:** N22 7SG

**Telephone:** 020 8489 3947

## Home Intervention Scheme (HINTS)

Description: The HINTS scheme is a home visiting scheme. It offers support and guidance to parents/carers who have a child with a disability which causes a significant delay in the child's development. The HINTS scheme has a team of trained staff, experienced in using early learning...

**Postcode:** N22 7SG

**Telephone:** 020 8489 3668 / 020 8489 3425

## APPENDIX 4

### Summary of representations received

## 20mph Speed Limits: Statutory notification Responses

		Count	%
Support or object?	Support	47	59%
	Object	29	36%
	Other view	4	5%
	Total	80	100%

### Summary of reasons for support or objecting

	Support or object?					
	Support		Object		Other view	
	Count	%	Count	%	Count	%
Quite unnecessary and will impact on journey times	0	0%	11	38%	0	0%
Agree with some roads but not on main/through routes	5	12%	11	38%	2	50%
Inadequate consultation / should have been door-dropped delivered	0	0%	5	17%	0	0%
Pedestrians / cyclists should take responsibility and act sensibly	0	0%	2	7%	0	0%
Unduly restrictive and reasons not clear	0	0%	4	14%	0	0%
20 is too low and will be widely ignored - will encourage more rat running	1	2%	10	34%	0	0%
Welcome the restrictions - will help make it safer	30	71%	0	0%	1	25%
Welcome the restrictions and think they should cover more roads	14	33%	0	0%	2	50%
Signage and street clutter	0	0%	1	3%	1	25%
Total	42	100%	29	100%	4	100%

		Support or object?							
		Support		Object		Other view		Total	
		Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %
Road2	Alexandra Pk Rd	2	100%	0	0%	0	0%	2	100%
	Arnold Rd	1	100%	0	0%	0	0%	1	100%
	Ashford Ave	1	100%	0	0%	0	0%	1	100%
	Baden Rd	0	0%	1	100%	0	0%	1	100%
	Carrick Gdns	0	0%	0	0%	1	100%	1	100%
	Connaught Gdns	2	25%	6	75%	0	0%	8	100%
	Cranley Gdns	0	0%	1	100%	0	0%	1	100%
	Eastern Rd	1	100%	0	0%	0	0%	1	100%
	Elms Ave	2	100%	0	0%	0	0%	2	100%
	Etheldene Ave	1	100%	0	0%	0	0%	1	100%
	Evering Rd E5	1	100%	0	0%	0	0%	1	100%
	Fordington Rd	1	100%	0	0%	0	0%	1	100%
	Fortis Grn Ave	0	0%	1	100%	0	0%	1	100%
	Fortis Grn Rd	1	50%	1	50%	0	0%	2	100%
	Fortismere Ave	2	100%	0	0%	0	0%	2	100%
	Glasslyn Rd	1	100%	0	0%	0	0%	1	100%
	Grosvenor Rd	0	0%	1	100%	0	0%	1	100%
	Grove Ave	1	100%	0	0%	0	0%	1	100%
	Grove Pk Rd	1	100%	0	0%	0	0%	1	100%
	Highgate Hill	1	100%	0	0%	0	0%	1	100%
	Hillfield Pk	0	0%	1	100%	0	0%	1	100%
	Lanchester Rd	0	0%	2	100%	0	0%	2	100%
	Leaside Ave	0	0%	0	0%	1	100%	1	100%
	Methuen Pk	1	100%	0	0%	0	0%	1	100%
	Middle Lane	1	100%	0	0%	0	0%	1	100%
	Midhurst Ave	0	0%	1	100%	0	0%	1	100%
	Onslow Gdns	1	17%	4	67%	1	17%	6	100%
	Park Ave	1	50%	1	50%	0	0%	2	100%
	Park Ave N	2	100%	0	0%	0	0%	2	100%
	Pembroke Rd	1	100%	0	0%	0	0%	1	100%
	Princes Ave	1	100%	0	0%	0	0%	1	100%
	Priory Rd	1	100%	0	0%	0	0%	1	100%
	Queens Ave	0	0%	1	100%	0	0%	1	100%
	Redston Rd	5	100%	0	0%	0	0%	5	100%
	Ringwood Ave	1	33%	2	67%	0	0%	3	100%
	Rookfield Ave	0	0%	1	100%	0	0%	1	100%
	Sturrock Cl	1	100%	0	0%	0	0%	1	100%
	Terront Rd	0	0%	0	0%	1	100%	1	100%
	Tetherdown	2	100%	0	0%	0	0%	2	100%
	Tower Gdns Rd	0	0%	1	100%	0	0%	1	100%
	Twyford Ave	2	100%	0	0%	0	0%	2	100%
	Victoria Rd	2	100%	0	0%	0	0%	2	100%
	Western Rd	2	100%	0	0%	0	0%	2	100%
	Wilton Rd	1	100%	0	0%	0	0%	1	100%
	Woodberry Cres	1	100%	0	0%	0	0%	1	100%
	Woodland Gdns	0	0%	3	100%	0	0%	3	100%
	Woodland Rise	1	50%	1	50%	0	0%	2	100%
	Other	1	100%	0	0%	0	0%	1	100%
	Total	47	59%	29	36%	4	5%	80	100%

### Verbatim comments by respondents

	Road and number	Support or object?	Comments.
1	█ Yewtree Close (between █ & █ Alexandra Park Rd)	Support	If it saves one life or major injury, it has to be the right thing.
2	█ Alexandra Park Road	Support	We experience some dangerous speeding both coming up the hill, and down
3	█ Arnold Road	Support	Speed humps are required on Arnold Road. Cars regularly speed at 40mph+ and handbrake turn in the cul-de-sac.
4	█ Ashford Ave	Support	I would like it to be borough wide not just limited to residential streets. As a cyclist i'm at great risk on the 30 mph main roads where drivers mostly exceed 30 mph by a wide margin. On residential streets they are less able to get up to fast speeds with cars parked on both sides of narrow streets. Therefore this 20 mph limit needs to be on all roads. Failing this we need speed cameras and prosecutions of drivers for breaking speed limits.
5	█ Baden Road	Object	this seems largely unnecessary. All the extra signage will degrade the environment and the money could be better spent somewhere else. Very few accidents are caused by people driving at 30mph in a 30 zone. It is usually people driving at 40 or 50mph that are the problem.

6	<p>Car rick Gardens</p>	<p>Other view</p>	<p>Flexmere Marshall Residents Group and the Tower Gardens Residents Group  - 1.  The Flexmere Marshall Residents Group is the residents association for the residents of Flexmere Rd, Marshall Rd, Carrick Gardens, Henningham Rd (northern end) and adjacent Roundway houses. 2. The Tower Gardens Residents Group is the residents association for the residents of the whole Tower Gardens Estate bordered by (and including) The Roundway and Lordship Lane, N17. 3. The two associations appeal to Haringey Council and Transport for London to include The Roundway, N17 (East and West arms) in the new borough-wide 20mph speed limit. We are aware that the 'west' arm is managed by the Council, and that the 'east' arm is part of the TfL red route which includes Tottenham High Road. 4. The Roundway has become a dangerous 'motorway-like' road that cuts through our community. This is unacceptable and unsustainable. 5. The historic 'White Hart Lane Estate' community was built a century ago [See 1920 architect's map, below] as a single community with similar housing and shared social facilities eg local shops and schools. 6. However, since then the volume and speed of traffic has grown to such a level as to turn The Roundway into a extremely dangerous, noisy, air pollution barrier seriously dividing our community. The opportunities for controlled and therefore safe crossing are limited, and many people take their life in their hands attempting to cross at desire-lines without safety features. Further, there have been a number of accidents and near misses, including at side road junctions - a 30 mph speed limit makes such accidents more likely. 7. In addition to the 20 mph limit, we call for traffic calming measures and environmental enhancements such as more crossings, more physical safety features and more trees. We have conducted our own joint audit of the whole Roundway, identifying the spots needing safety and environmental improvements. 8. We believe that each arm of The Roundway fits the criteria for a route which should be covered by the 20mph policy. Regarding the TfL 'red route' arm, we believe that the Council would like a 20mph limit for Tottenham High Road. Hence a road's designation as a 'red route' should not in itself prevent the implementation of safety measures such as a 20mph limit. . 9. Most Haringey roads will soon have a 20mph speed limit, and we can see no reason, and in particular no good reason, why The Roundway should be left out. In fact we can see every good reason why traffic should be held to safer speeds there.</p>
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7	█ Connaught Gardens	Support	While it is quite difficult for drivers to keep a speed limit of 20mph, I would welcome the restriction on roads near here. It will make pedestrians feel safer. Etheldene is sometimes subject to speeding and Cranley Gardens. My road is less abused because of its shape, and Onslow Gardens is a steep hill. Park Road could be considered as 30mph as buses use this road. It is congested and this keeps speed levels down.
8	█ Connaught Gardens	Support	I completed this survey before but forgot to mention that Muswell Hill Road is a bus route and 30mph might be more suitable for buses. Have bus drivers been consulted?
9	█ Connaught gardens	Object	on side roads 20mph is a good idea but on main roads this speed limit isn't practical for London nor buses nor school runs nor business meetings!
10	Connaught Gardens █	Object	Hi, Your proposal for Muswell Hill means slowing down crucial main connections to other traffic important areas, such as: * fast access to the underground system - Muswell Hill Road connecting Muswell Hill with Highgate - Alexandra Park Rd etc connecting Muswell Hill with Bounds Green - Park Rd etc connecting Muswell Hill with Finsbury Park * access to the main traffic roads - Colney Hatch Lane from Muswell Hill to A406 - Woodside Avenue from Muswell Hill to A1 (currently having 20mph limit is silly as drivers can't turn North onto A1 from Muswell Hill) - again Muswell Hill Road between Muswell Hill & A1 - Cranley Gardens connecting Muswell Hill with Crouch End - again Park Road connecting Muswell Hill with Crouch End Even as a cyclist who doesn't have a car, I believe your proposal will extremely inconvenient Muswell Hill residents who every day are dependent on an access to the main traffic hubs (named above). We want a safe neighbourhood with a flowing traffic. Perhaps looking at the main bus routes connecting Muswell Hill would best represent the crucial commuting routes for Muswell Hill residents. Buses No 134/43, W7, 102. Slowing down our "main" roads would have a major negative effect on our residents and so I strongly disagree with your generalisation. Thank you for your consideration.
11	█ Connaught Gardens	Object	I agree that there is a case for purely residential side roads, but NOT for B roads and through routes. I suggest that this regulation will be futile as the majority will probably flout it and it will be expensive to police. Better to have a regulation which is respected as the current situation where most drivers are allowed to use common sense.
12	█ Connaught Gardens	Object	20mph speed limit is unnecessary. Although consultation showed majority of respondents were in favour, response was low. Views of a vociferous minority are being imposed on residents. Particularly object to extension to B roads and other through roads (eg Park Road, Cranley Gardens, and Woodside Avenue). My children already face long bus journeys to school. This is going to make their days even longer. Just what my daughter needs in the run up to GCSE.

13	<p>Connaught Gardens</p>	Object	<p>As a mother of three school age children, I am naturally interested in road safety. However, I don't think we have a problem in Haringey. My children happily use local roads without ever giving me any concern. They make time consuming journeys by bus to school. I am particularly concerned that the extension of this limit not just to side streets but also to through roads is going to make their days even longer. I responded to the original survey, but it seems very few other people did. I hope our quality of life will not suffer as a result of the views of a tiny percentage of residents.</p>
14	<p>Connaught Gardens, Muswell Hill,</p>	Object	<p>1) Invalid Survey. This was not a properly structured survey - more like a straw poll! a) The sample of residents surveyed is too small to be representative of the population. b) The conclusion that 65% support the proposal is not supported by any statistical analysis. c) A definition of what is residential road has not been made clear in the survey 2) It is a nonsense to include the following as residential roads, and they should be excluded from the 20 mph speed limit: All B roads: Muswell Hill Road, Colney Hatch Lane, Hornsey Lane, North Hill, Highgate Hill, Wightman Road. All through roads (Ordinance Survey definition): Shepherd's Hill, Middle Lane, Ferme Park Road, Cranley Gardens, Woodside Avenue. Many of these roads are also bus routes. 3) The conclusion that the slower vehicles drive, the less chance pedestrians have of being seriously injured, is a meaningless statistic out of context. No one has demonstrated that this is a major problem in respect of injuries in Haringey, or indeed in London generally. 4) The stress and frustration to drivers trying to negotiate London's varying speed limits and road restrictions is actually likely to increase accidents, not reduce them, as driver concentration is impaired, with eyes on the speedometer rather than the road. 5) Roads will be further disfigured by costly signage everywhere, which will have little effect, as the majority of drivers will ignore the unrealistically low speed limits.</p>
15	<p>Cranley Gardens</p>	Object	<p>'Please use this form to let us know your views on our proposal to extend 20mph speed limits.' This consultation is flawed because notwithstanding the title of the form on the webpage, the accompanying documentation makes it clear that this is not in fact about a proposal; A decision to extend 20mph speed limits across Haringey had already been made, prior to the consultation. The advantage of 20mph is merely assumed, but not supported significantly by empirical evidence. The decision appears to be contrary to sustainability principles: Decreasing the speed limit increases journey times and thus increases the amount of traffic, pollution, and the cost of getting food and other supplies to retailers. Anecdotally, when people are in favour of a 20mph speed limit it is often on the flawed basis that they see it as inevitable that people exceed a speed limit so 20mph might mean drivers go up to say 25 or 30mph. Many people in favour of 20mph would actually also be in favour of enforcement of the existing speed limits, though that has never been presented as an alternative.</p>

16	█ Eastern road	Support	I would also like to see Fortis Green as 20 miles an hour. The section near the fortis green nursery around the Barnet/ Haringey boundary sees traffic far exceeding the speed limit of 30 miles an hour sometimes.
17	Elms Avenue	Support	I am delighted. There is a primary school at the end of the road and children who live in the street. As a child I played in the street and my mother never thought about traffic. Cars race down our road and use it as a rat run, so anything to make the road safer is welcomed. Thank you!
18	Elms Avenue	Support	I note that you are canvassing views to extend the 20 mph limit, which I support. I believe that a 20mph limit is appropriate for all side streets. Thank you
19	█ Etheldene Avenue	Support	If the proposal goes ahead, it is essential to police it properly - there are already may drivers who ignore the current speed limits, so a lot of behavioural change is needed to make any lower limits work effectively.
20	█ Evering Road (Hackney █)	Support	I cycle through Haringey every day and 20mph speed limits make an enormous difference to how safe I feel. They have 20mph speed limits in nearly all non-main roads in Islington and Hackney and it definitely makes a difference. I'm very happy about the proposal.
21	█ fordington road	Support	The sooner the better
22	█ Fortis Green Avenue	Object	Unrealistic. waste of money to reinforce
23	Fortis Green █	Support	20 mph very important for all roads with no crossings. Less important for main highways and through roads with clear crossings.
24	█ fortis green road	Object	The irritation added for driving is not worth the perceived advantages. Most drivers will ignore it in practice.
25	█ Fortismere Avenue	Support	These proposals are sens ble as they bring increased safety to our residential and town centre roads but exclude the main through roads for which a 20mph speed limit is not appropriate
26	█ Fortismere Avenue	Support	I support 20 mph on all residential streets.
27	█ Glasslyn Road	Support	speed reduction will I believe improve the safety of our streets
28	█ grosvenor Road	Object	A degree of responsibility should be put on the shoulders of the pedestrians as well.
29	█ Grove Avenue	Support	Alexandra Residents Association welcomes the introduction of the 20mph zone for 'all residential roads and roads with schools' within the borough of Haringey. However, we consider that two of the roads in Muswell Hill, currently identified as retaining the 30mph speed limit, would be more appropriately re-designated as 20mph. Fortis Green, whilst a bus route, is predominantly residential, narrow in places and close to a large secondary school. Queens Avenue is a residential road in the heart of Muswell Hill. We would urge that both these roads are re-classified as 20mph. █ Alexandra Residents Association

30	 Grove Park Rd, 	Support	<p>Looking at the map there are far too many roads which are not yet 20 mph and it is high time the whole borough became a 20mph borough like other neighbouring boroughs. It is increasingly difficult to cross the road as a pedestrian, especially crossing Tottenham High Road/ Philip Lane where many locals are expecting to see deaths before long. There are too many dangerous young drivers and enormous freight vehicles. A neighbour from this road died last year after being run over and badly injured on a level crossing in West Green Road. People on foot should be prioritised over traffic which makes the local community stronger and reduces obesity, diabetes and other health problems. The pavement widening which is already taking place is a big improvement which enables people to enjoy their streets instead of struggling to get along them.</p>
31	 Highgate Hill	Support	<p>I'm not sure why Fortis Green, Fortis Green Road, Muswell Hill Broadway and Muswell Hill have to remain 30 mile an hour zones. I think it is dangerous, particularly in Muswell Hill Broadway and Muswell Hill. I think a full analysis of the problems of Park Road and Crouch End should be done to ensure that a 20 mph limit can be implemented there too. Highgate Village has an appalling traffic problem with tail backs, particularly on Highgate Hill and through the village. Haringey should work with Camden and the Highgate Neighbourhood Forum to address these problems which arise from large amounts of through traffic and lots of inconsiderate and illegal parking. This causes great obstructions on the Highgate High Street.</p>
32	 hillfield park	Object	<p>I think it is more important to educate cyclists and pedestrians as well as drivers to use the roads sensibly rather than slow down traffic. It is already very time consuming using the roads around London and when one has to use the roads they should reflect the safety features inbuilt in modern vehicles.</p>
33	Lanchester road	Object	<p>I do not feel this consultation has been sufficiently publicised. I have not received any direct communication from the council requesting my participation and views. I also consider the number of respondents too small to be a basis for a major change to road management policy - and reinforces my view that consultation has been insufficiently publicised. Furthermore I feel the inclusion of roads with schools and residential roads as a single category is highly prejudicial. I would support 20mph in the immediate vicinity of schools but am strongly opposed to a blanket 20mph on residential roads. I wish to point out that on many residential roads a 20mph limit appears unreasonable to drivers and will be ignored (I observe this on my local roads where 20mph is in place) - thereby increasing the risk that drivers exceed 20mph in areas where such a limit makes perfect sense.</p>

34	Lanchester Road	Object	The introduction of a 20 mph speed limit in our area (which when it was done was unlawful because there were no speed humps as legally there should have been then) has served to make Lanchester Road much more hazardous than it used to be - motorists speed down here now, using it as a high speed rat run to avoid speed humps on Woodside Avenue. They are irritated at the 20 mph restrictions and speed humps in Woodside Avenue and as a consequence now drive more dangerously than they did before. This only began to be a problem after the 20 mph limit was introduced - it never was prior to that. 20 mph is too low a limit on most roads. It results in drivers becoming annoyed and being distracted by having to watch their speedometers all the time because it is not a comfortable level at which to drive under normal conditions. Drivers are better watching the road and not their speedometer. 20mph also increases pollution. It is unsafe because it is usually not in line with what common sense tells a competent driver to be a safe speed which on most residential roads in normal weather conditions will tend to be around 30 mph, except probably near schools. When the consultation was conducted, a clear majority apparently opposed the proposal put forward. It is ludicrous to spend money on consultations, obtain a vote against and then say there was not much difference when there was a difference - 46 per cent against and 42 in favour obviously means more oppose it than are in favour. The consultation question does not seem to have been sufficiently clear or sufficiently well publicised either.
35	Leaside avenue [REDACTED]	Other view	Overall I am in favour of slower traffic on side roads. However, Muswell Hill is a supposedly a conservation area and implementing this 20mph presumably will involve the erection of road signs everywhere. This I object to. The streets are already littered with too many signs making the area unattractive. I am a long standing resident of Muswell Hill.
36	[REDACTED] Methuen Park, [REDACTED]	Support	If the lower speed limit covered all residential roads it would be probably be more widely observed than it is at present
37	[REDACTED] Middle Lane [REDACTED]	Support	Middle Lane is a residential street with a park, sheltered housing and shops at either end. Shoppers, the young and elderly need to cross the road but it is difficult and dangerous because of the speeds of lawful traffic aggravated by the permeability of the streets between middle lane and Tottenham Lane. Vehicle speeds into and through Crouch End are ridiculous for a shopping area. Cars are given priority in space and design of junctions over pedestrians and cyclists and the zebra crossing at Park Lane / Broadway is frequently ignored because traffic is taking the corner too fast to stop. Needs more than just a speed limit.
38	[REDACTED] Midhurst Avenue	Object	Simply enforce 30mph limit. too low a limit encourages drivers to break the law
39	Onslow Gardens [REDACTED]	Support	In particular we should like to see a 20mph speed limit on Onslow Gardens. We have often seen cars travelling far too fast for such a residential road.
40	[REDACTED] Onslow Gardens	Object	Please keep all B roads to 30mph speed limit. Apply 20mph speed only to side roads. Thanks

41	█ Onslow Gardens	Object	A speed limit of 20mph on residential roads for 24 hours, 7 days a week is unduly restrictive. I cannot see the logic behind this. Children should be indoors or in bed by the evening so if the restriction is to "protect" children then there should be a time limit on the 20mph; outside of these times the limit should revert to 30mph. Secondly, Onslow Gardens has no schools so the only children who would be "protected" by a 20mph speed limit would be those whose parents are too feckless either to watch their offspring while walking along the road or to teach their offspring basic road sense.
42	█ Onslow Gardens █	Object	I welcome the opportunity to broaden the consultation as the previous response rate was very low due to poor publicity. I strongly oppose the proposal to extend the 20 mph speed limits to B roads and connecting roads.
43	Onslow Gardens █	Object	You state there is a "growing demand for a 20mph speed limit" but you produce no evidence for this. The "consultation" which you carried out was a complete sham as it did not include "door step delivery" - the most effective way of communicating with the largest number of people. You have no problem with using this when you deliver the Haringey newspaper which is propaganda. Is this what Haringey Labour party call democracy? Does any sane person really believe that a 20mph speed will cause a single person to reduce the use of his car? Just grow up. In areas that have already introduced this speed limit it has had no effect whatsoever except an increase in the unsightly clutter of yet more road signs. The dominance of motor vehicles remains unchanged and the traffic still moves at the same speed. This is not surprising as other forms of transport such as buses, trains and bicycles cannot fulfil the same function as the car and never will. This why people buy cars. Any rational person already knows this but public policy makers appear to legislate on the basis that the car, under a welter of ever more rules and regulations will go away. Get used to it, it won't. The Metropolitan Police have advised you that they "have concerns in regard to unrealistic expectations of driver compliance" and will not be taking measures to enforce it except for targeting persistent and deliberate offenders as they do already. In short, they do not believe you and you should not expect any cooperation from them.
44	█ Onslow Gardens	Other view	I support the proposal for implementation on residential side roads only. I object to the proposal for all B roads and through roads which I believe should keep the existing 30mph limit.

45	■ Park Avenue	Support	<p>The proposal I suggest should be modified. The start of the 30 mph should commence away from junctions otherwise the junctions are rushed as one side is 20 and the other 30. Particular considerations are as follows;1 Bounds Green Road –the start should be beyond the pedestrian/cycle crossing between Park Ave and Braemar Ave 2 High Road going towards the Civic Centre – the start should be away from the pedestrian crossing at the lights – this is s hazardous crossing and preferably should be to the north of the junction with Lordship Lane.3 Lordship Lane – the start should be beyond St Albans Cres and Vincent Road as these roads deal with many vehicle movements and the junction is hazardous for pedestrians. I trust that these comments are helpful and I look forward to the scheme being implemented.</p>
46	■ Park Avenue	Object	<p>Drivers who currently do not observe the 30 mph speed limit will not be any more inclined to stick to a 20 mph limit. The proposal is counter-productive and will lead to even more rat-racing down corridor routes.</p>
47	■ Park Avenue North	Support	<p>I would strongly urge Haringey to consider imposing a 20mph limit on Priory Road N8, between the entrance to Alexandra Palace and Middle Lane. The current 30mph restriction is ignored by the majority of drivers (apart from some rush hour times when speeds are slower due to weight of traffic). The 30mph warning lights are almost constantly lit up as drivers reach speeds of 40mph upwards in daylight hours and even more at night-time. It is very difficult and dangerous for pedestrians to cross, even at zebra crossings/lights, and particularly hazardous for the area with no pedestrian crossings which has both a children's centre and sheltered housing accommodation. While a 20mph zone may also be ignored, it should have the effect of reducing the overall high levels of speeding. Traffic turning right from Muswell Hill towards Crouch End will be subject to a 20mph limit in Park Road. There is therefore an increased risk that they will carry straight on down Priory Road (often jostling for position at high speeds as 2 lanes become one) in order to avoid the 20mph route and access Crouch End via Middle Lane.</p>
48	■ Park Avenue North	Support	<p>In addition, I and many other local residents would like to see the 20 mph limit extended to PRIORY ROAD, which is currently used by most drivers as a race track. The flashing 30 mph signs are set off by nearly every driver, including buses, and are universally ignored. The recent fatality in this road shows just how dangerous it is for pedestrians. The speeds of vehicles - not just cars and buses but massive HGVs - means that when one steps onto the zebra crossing at the foot of Park Avenue North vehicles either don't bother stopping or slam on their brakes in a way that's likely to lead to other vehicles banging into them. WE NEED MORE TRAFFIC-CALMING MEASURES.</p>

49	<p>█ Pembroke Rd █</p>	Support	<p>Bring it on. But there are some errors on the map. Broad Lane (ex Totm one-way) is marked in red ie 30mph. This is now 20mph and designated as local traffic only. This was meant to be one of the points of removing the gyratory, to get traffic off this local road and send it down Monument Way. You need to sort this out as the plan has failed, more traffic than ever now uses Broad Lane south and westbound, old habits or new shortcuts? Need to add chicanes or something similar to discourage this through traffic, also better signage at the very confusing bit at the junction by the bus garage - 'local traffic only' painted on the road and on stick-up signs. It passes a school so is poisoning the kids. West Green Road has no colour on the map. Does this mean you are prevaricating? Of course it should be 20mph, it's a bottleneck. Whole length of it so no little bits of speed-up west of Lawrence Rd. Just because it's a bus route, doesn't mean it's safe for 30mph.</p>
50	<p>█ Princes Av. █</p>	Support	
51	<p>█ Priory Road</p>	Support	<p>Having lived on this road for almost 10 years now, I am aware that the current 30mph limit is often not adhered to. I am aware that this road is an important one for emergency services but the speeds that cars, lorries and indeed buses reach is far too fast for a residential neighbourhood. It is dangerous and noisy and I believe reducing this limit (perhaps using speed cameras as a deterrent) would be a beneficial proposition for the safety of this neighbourhood and those who travel through it.</p>
52	<p>Queens Avenue, █</p>	Object	<p>20 mph is reasonable in specific areas only where there is a higher than normal pedestrian traffic, eg. near schools and the high street. Otherwise 20 mph is just not a realistic speed level. A more acceptable/natural speed limit throughout the remainder of the borough should be 30 mph. From experience, most traffic reverts to this speed after passing by 20 mph speed cameras. In fact, I would argue that people would be safer drivers if they would not have to be in a situation where they would accelerate from 20 mph to 30 mph after the speed camera and just be able to continue on at 30 mph in most areas of the Borough. At 30 mph, people feel like they are actually going somewhere, while still being able to account for pedestrian traffic. The bottom line is that speed cannot be controlled throughout the Borough. Focus on the key areas with high pedestrian traffic, especially where children are concerned. The remainder of the Borough should be left to drive at 30 mph.</p>
53	<p>█ Redston Road</p>	Support	<p>Some of the main roads shown to remain as 30 mph should be reduced to 20 mph. They are (including some which, according to the map, you intend to include) as follows: Park Road, Crouch Hill, Crouch End Hill, Tottenham Lane, Church Lane, Hornsey High Street, Turnpike Lane, Green Lanes, Wood Green High Road, West Green Road, Tottenham High Road (north of Bruce Grove). In addition TfL should be prevailed upon to include their section of Tottenham High Road. The criteria for including these roads are that they are narrow and/or busy with traffic and/or pedestrians and cyclists.</p>

54	Redston Rd	Support	In addition i strongly think that Priory Rd should also be designated 20mph. I am amazed that this road so dangerous to cross has not been included. I was very puzzled that road humps were put in Park road quite un-needed. Cars tear down Park road from the Muswell hill lights usually quite ignoring the Slow Down signs. For the elderly with lung or heart conditions the gradient walk to lights can be quite tiring, then there is negotiating the the complicated traffic lights. The temptation to take a chance and try to cross lower down is strong. Off course a Zebra/ timed crossing [similar to the excellent Muswell Hill Broad way crossing] would ne good but i assume much cheaper to make the road 20mph.
55	Redston Road	Support	Priory Road in particular needs a 20pmph speed limit. Vehicles come fast down Muswell Hill then sweep into Priory Road.
56	Redston Rd	Support	All roads in Haringey should go to 20 mph not just the ones outlined in this survey. Just the other day someone was killed in a pedestrian traffic accident just down the street from our house due to speeding car.
57	Redston Road,	Support	This is the official response from Warner Estate Residents Association ( <a href="http://www.wera-n8.co.uk">www.wera-n8.co.uk</a> ) which covers the 650 households on the south side of Priory Road. There has been discussion on the WERA Yahoo group (which has 250 members) of whether Priory Road should be 20mph. Local residents are concerned about traffic speeds on Priory Road. Ten days ago a young woman was killed on Priory Road (although we do not yet know the details of this fatal accident). Many residents favour Priory Road having a 20mph speed limit. All agree that some traffic calming measures should be introduced. Secretary, WERA
58	Ringwood Avenue	Support	
59	Ringwood Avenue -	Object	Small side roads ok for 20mph - or in the immediate vicinity of a school - but thoroughfare roads / main town / urban roads should stick to 30 mph (& A406 > 50mph) There should be a mixture. Not a blanket 20mph. If it has to be one speed = then only 30mph
60	Ringwood Avenue	Object	I object to the proposal because the new law will result in multitude of law breakers. I speak from experience. I drive a car with telematics i.e. black box that records speed. I am obliged to keep to the correct speed limit of every road. In my experience, on roads with 20mph limit, I am the ONLY one sticking to the limit. Buses, cars and even Haringey Borough vehicles consistently break the law as it is extremely difficult to stick to 20, on a road where traffic is flowing freely. Furthermore, because I am sticking to 20, the cars behind me become enraged and cause danger trying to overtake. 20mph is unrealistically slow on free flowing roads. Far better is to ensure that speed bumps are in place in any road where it is perceived a heightened danger exists. I find that speed bumps are the ONLY way to effectively lower speed to even below 20mph.

61	Rookfield Avenue	Object	While well intentioned, I think it will create a lot of impatient drivers and therefore more accidents. The limit will not be observed anyway. People have to be responsible for their own actions and not just because of regulations imposed from above. I really don't want every aspect of my life controlled by some faceless individual in government or on the council. We already have more CCTV cameras in London than the rest of Europe put together. Is that really what we fought and died for in WWII? Stop the nanny state!!
62	Sturrock Close	Support	I live just off West Green Road which is already a 20mph zone. The problem is, drivers are not used to driving at 20mph which means they all ignore the limit. I went out to the shops tonight and saw an accident at the zebra crossing near Avenue Road. It looked bad. I have near misses nearly every day on that crossing and the one near the Philip Lane bus stop. Cars tear around corners without indicating. Hopefully a borough-wide limit will stop drivers from having to think about how quickly they can drive and automatically drive at 20 or slower. This should be backed up by effective enforcement of the limits.
63	Terront Road	Other view	This on behalf of Woodlands Park Residents Association: We support the proposal, but think that the West section of West Green Road N15 should have been included in the 20mph zone due to the presence of shops and schools.
64	Tetherdown	Support	I would support: 1. All A and B class roads to keep a 30 mph except - 2. At the approaches to schools, hospitals, libraries and similar community buildings - as e.g. in Alexandra Park Road. 3. All other minor roads to have a 20 mph limit, with - 4. Appropriate traffic-calming measures, as e.g. in Cranleigh Gardens.
65	Tetherdown	Support	Have a large school in Tetherdown and a need for more controlled traffic.
66	Tower Gardens Road	Object	While I support 20mph restrictions in residential areas, I have noticed, according to your map, that there are too many main roads that are also earmarked to become 20mph zones, including Tottenham Lane, Ferme Park Rd, Green Lane, Alexandra Park Rd, Colney Hatch Lane, West Green Road, St Anns Road, Philip lane, Tottenham High Rd from Bruce grove to the boundary, White Hart Lane and Creighton Rd. The proposal stated RESIDENTIAL AREAS ONLY would be affected, and whilst it can be argued that most of Haringey is residential, you cannot grind traffic to a halt by including main roads! Traffic flows very slowly as it is, particularly during rush hour. Forcing main roads to become 20mph zones will slow traffic even further, leading to much longer journey times and subsequently more pollution due to more greenhouse gases being emitted. Furthermore, it will be very confusing for motorists to try to find out if a main road is 20mph or 30mph, especially if they join it from a side road! There is no point saying that they could rely on signage, as, talking from experience, it is totally inadequate and, in a lot of cases, non-existent! I would urge you to reconsider this proposal and leave the roads I have mentioned as 30mph zones. Thank you.

67	■ Twyford Avenue	Support	Certainly in our road drivers go generally far too fast - some use part of it as a cut through from Creighton Ave to Fortis Green -and as there are many young children living in the road as well as visiting grandchildren we would be very much in favour of a 20mph limit. Enforcing it however may be difficult but don't let it put you off!
68	■ Twyford Avenue, ■ ■	Support	An excellent idea as many roads are quite narrow and most have a lot of parking in them. This is particularly dangerous as there are many schools in the borough. Slower traffic in residential areas will improve the quality of life for everyone who walks, at any time, in Haringey.
69	■ Victoria Road	Support	Some of the roads remaining at 30 mph seem rather arbitrary choice, e.g. unclear why the sections of 30 are to remain on West Green Road, Turnpike Lane, Lordship Lane, and Westbury Avenue.
70	■ Victoria Rd	Support	I support the proposal on the understanding that the speed bumps currently in situ in some local roads will be removed. They are damaging to the undercarriages of cars. ■
71	■ Western Road ■	Support	I support a 20mph limit for our road. I also hope that a 20mph limit is being proposed for Fortis Green, which our road joins. Fortis Green is a very dangerous road with many cars driving at high speeds, which are not appropriate. I can't find out whether it is included in the 20mph proposals as the link to the map doesn't work.
72	■ Western Road Fortis Green ■ ■	Support	
73	■ Wilton Road Muswell Hill ■ (nb 1st road in Barnet but I walk and cycle throughout Muswell hill)	Support	My life is regularly put at risk by inconsiderate drivers when I am cycling - they often fail to give adequate clearance and pass at too high a speed or on narrow roads deliberately drive at me at speed to force me to take cover behind parked cars. This measure will not stop irresponsible drivers but it will help make everyone feel safer and more secure when using the roads providing there is some enforcement to deter anti-social drivers. More cycle lanes would help and additional measures to reduce speed including pelican crossings near schools.
74	■ Woodberry crescent	Support	
75	■ Woodland Gardens	Object	My husband and I are totally opposed to a reduction of the speed limit. It is completely unnecessary. Traffic accidents are down in numbers. A 20mph limit is frustrating to drivers who will frequently vent their frustration with careless driving and are much more likely to cause accidents. Nobody could or would exceed a self imposed slow speed in a road like ours and it is wrong of the Council to impose it, particularly as your survey sample is totally inadequate.
76	■ Woodland Gardens	Object	Do not impose any more 20mph limits than at present in operation. Frustration will increase other problems and bad driving. Enforcement will be so random as to be inherently unfair and unjust. An unfair law is always known to be a bad law.

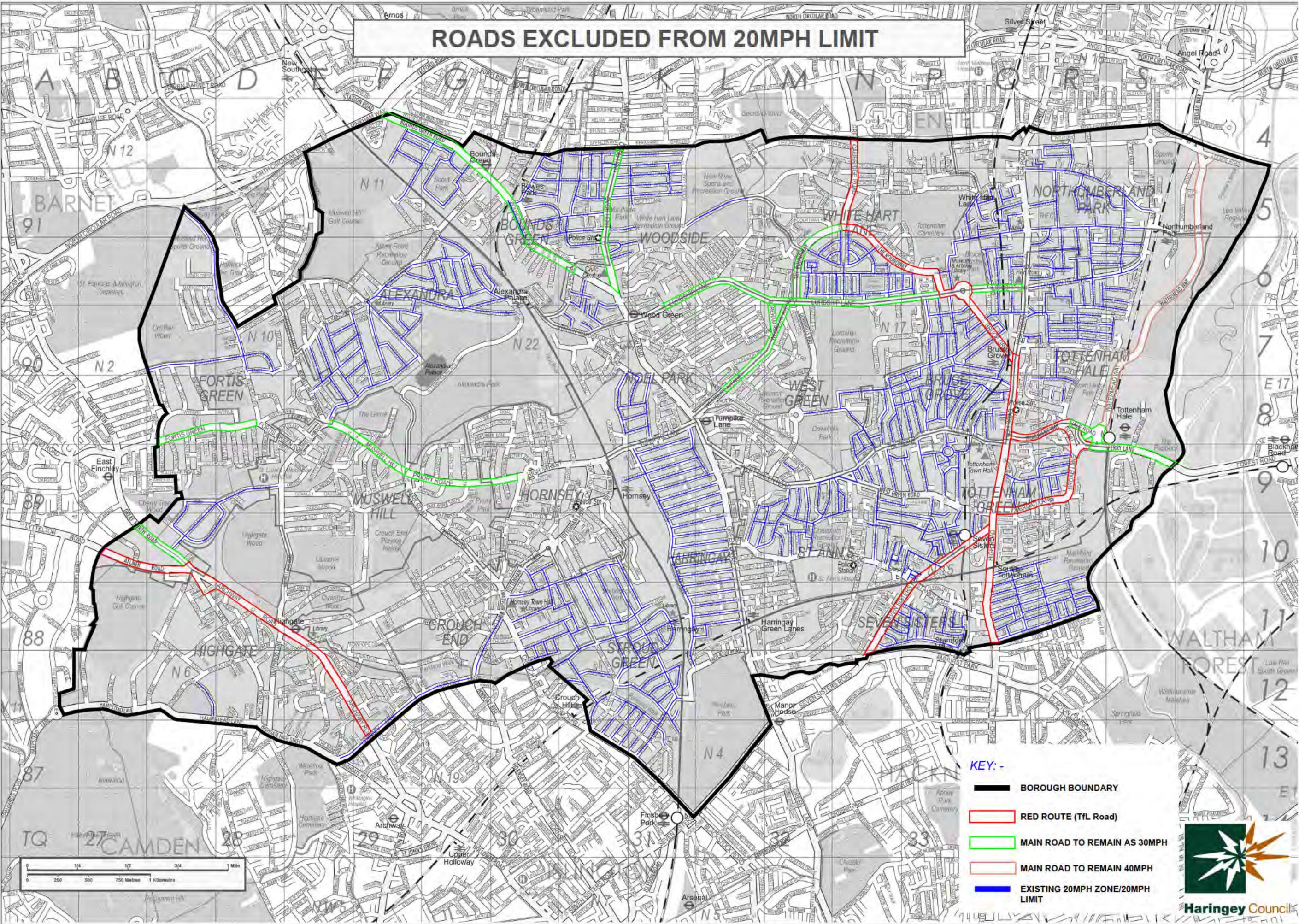
77	■ woodland gardens	Object	Ridiculous idea and will cause more congestion than we have to live with now. Abandon immediately.
78	■ Woodland Rise	Support	
79	■ Woodland Rise	Object	
80	London Borough of Camden	Support	LB Camden supports the proposals. In particular, we note Haringey's intention to introduce a limit on the borough boundary with Camden, on Highgate Hill and sections of Highgate High Street, which we also support. The borough boundary was excluded from Camden's borough-wide limit, so we welcome the opportunity to extend the speed restriction to include all of Camden's streets and frontages in that part of the borough. We look forward to working with Haringey regarding design and implementation
Total	80	80	80

a. Limited to first 100 cases.

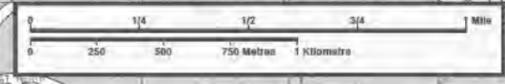
## APPENDIX 5

Map displaying final version of proposals

# ROADS EXCLUDED FROM 20MPH LIMIT



- KEY: -**
-  BOROUGH BOUNDARY
  -  RED ROUTE (TfL Road)
  -  MAIN ROAD TO REMAIN AS 30MPH
  -  MAIN ROAD TO REMAIN 40MPH
  -  EXISTING 20MPH ZONE/20MPH LIMIT



**Haringey Council**

## APPENDIX 6

Copy of the Project Initiation Document (PID)





**Environmental Services and  
Community Safety**

**SINGLE FRONTLINE  
TRAFFIC MANAGEMENT**

**Borough wide 20mph Speed limit**

**Project Initiation Document**

**July 2014**

## DOCUMENT CONTROL

### CHANGE HISTORY

Version	Author	Date	Change
V1		9 July 2014	Draft
V2		11May 2015	Draft

### REVIEWERS

Version	Reviewer	Role	Date

### APPROVERS

Version	Approver	Role	Date
V0.2		Promoter	

### DISTRIBUTION

Version	Name	Role

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# 1 PROJECT DEFINITION

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## 1.1 DESCRIPTION

The full Council, two different Scrutiny Panels and a Sustainable Transport Commission set up in 2010/11, the recommendations from which included that consideration be given to providing 20mph limits on residential roads as a way of reducing accidents.

Although the Council supports a reduction in speed from 30mph to 20mph in residential areas, our current policy is to implement “20mph zones” as opposed to “20mph limits”. Zones require associated traffic calming measures to help self-enforce the speed limit, whereas 20mph limits require signing only and rely on self-compliance.

Support is however growing nationally for a reduction in speed limits in built up areas from 30mph to 20mph with a number of organisations such as “20s plenty” and “Living Streets” actively campaigning for local authorities to introduce default 20mph limits on residential roads. Some cities such as Portsmouth and Bristol have already introduced a city wide 20mph whilst others, such as Newcastle and Brighton, are in the process of introducing a 20mph limit.

In London, the Mayor is encouraging boroughs to adopt a default 20mph policy and the Department for Transport (DfT) has relaxed legislation for signing requirements to make it easier and cheaper to consider this approach.

Using research undertaken by Transport Research Laboratory (TRL) it is estimated that the introduction of a borough-wide 20mph limit on all classified and unclassified roads (excluding TfL roads) could reduce personal injury accidents by approx 118 over a 3 year period on streets that are currently 30mph (using an average speed reduction of 1.5mph in line with Portsmouth’s city-wide 20mph limit post-monitoring results). This would equate to a 9% reduction in personal injury accidents and provide a saving to society of around £4.9million.

The implementation of the borough wide 20mph limit would initially be by signing and lining only, although the council would continue to progressively extend supportive physical measures where this was deemed necessary for additional road safety reasons.

### **Policy Implications**

The introduction of the proposed 20mph speed limit will support the council’s cleaner, greener environment and safer streets, and regeneration Corporate Plan priorities and make residential roads safer for pedestrians and cyclists.

The introduction of a default 20mph limit will require extensive consultation with stakeholders to ensure it is supported in principle by the Police and bus operators. It will also need extensive marketing and publicity to encourage compliance by the public. Meetings will be required with the Police to ensure they can provide some level of enforcement, particularly at locations where speeds and accidents may remain high and it will be important that funding remains available to deliver more robust speed enforcement measures at such locations to ensure safety is not compromised.

## **1.2 OBJECTIVES**

The primary objective of the project is to introduce a 20mph limit for all residential roads, roads in the vicinity of schools and in the borough's town centres to improve road safety and reduce accidents in the borough.

Further potential benefits of 20 mph speed limits include quality of life and community benefits and encouragement of healthier and more sustainable transport modes such as walking and cycling. There may also be environmental benefits, as generally, driving more slowly at a steady pace may save fuel and carbon dioxide emissions.

## **1.3 SCOPE**

Introduction of a 20mph limit for all residential roads, roads in the vicinity of schools and in the borough's town centres.

## **1.4 EXCLUSIONS**

The 20mph limit would include all residential streets in the borough with exception of main roads which at this stage be retained as 30mph, Watermead Way, N17 which is a 40mph and 'red routes' managed by the Transport for London.

*The excluded roads are show on the map in Appendix 1*

## **1.5 RELATIONSHIP WITH OTHER EVENTS**

There will be a need to coordinate implementation of on street signs with neighbouring boroughs and Transport for London on the adjoining streets.

# **2 PROJECT PLANNING**

---

## **2.1 APPROACH**

The Cabinet, at its meeting of 18 June 2013, approved borough wide consultation to gauge support amongst residents and businesses for Haringey to become a 20mph borough. A consultation was conducted between 1 August and 31 October, with various engagement methods employed to encourage participation.

The results of the consultation show a clear majority in favour of a borough wide 20mph limit, if it is restricted to residential roads and roads with schools but excluded roads where a 30mph limit is more appropriate.

Result was reported to the Cabinet, at its meeting of \*\*\* and approved for the officers proceed with the introduction of a 20mph limit for all residential roads, roads in the vicinity of schools and in the borough's town centres. The existing speed limit on the remaining main road network would at this stage be retained as at present.

Prior to progressing to the implementation process, a Traffic Management Order (TMO) need to be advertised under the Road Traffic Regulation Act 1984 for which a statutory notification process will be required to be carried out. The approach methods for this notification process are outlined in section 2.4

## 2.2 CONSTRAINTS

- Staff Resources. The borough wide 20mph limit will involve 1200 roads, requiring site visits, surveys and designs of positioning of entry and exit 20mph signs which requires staff resources.
- Third party resources. e.g. Contractors capacity to implement the scheme

## 2.3 ASSUMPTIONS

- Residents will be supportive and engage with the project.
- The project is approved to proceed with implementation stage.
- There is sufficient funding for implementation of the scheme.
- Approval from Cabinet Member /Cabinet

## 2.4 COMMUNICATION PLAN

The introduction of 20 mph limit requires a Traffic Management Order (TMO) under the Road Traffic Regulation Act 1984 section 84(1) which follows the procedure contained in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulation 1996 which contains consultation and publicity requirements before an order can be made.

Given the nature and magnitude of this scheme, it will not possible to carry out a notification with each individual households in the borough. However, it is important to maintain communication with several different bodies to ensure a coordinated and holistic approach and the statutory requirements have been met.

Smarter Travel team also to be involved assisting in promoting the 20 speed limit and in behavioural change towards 20mph speed limit in the borough. Focusing on educating all roads users on the importance of road safety to achieve a cultural change, thereby securing health, wellbeing and safety benefits for all.

Therefore the communication plan will involve a variety of different methods to ensure the council is fully engaging with the community.

These methods will include (subject to discussion):

- Advertise the orders in the usual way we do for TMOs, but include Camden New Journal and Ham & High as many roads are close to these borough boundaries. Consider an ad in the *Evening Standard* (solely to pre-empt the usual claims of failure to inform – a problem all boroughs have).
- Webcomms to circulate on social media
- Circulate to the National Federation of Haringey Residents Associations (NFHRA)
- Electronic mail out to doctors surgeries and other interest groups (hard copy leaflets will be available on request)
- Circulate to other groups who we work with on projects (e.g. GRA, Highgate Society)
- Inform schools via EDUCOMMS, CYPS, and also involve Housing, and Homes for Haringey who all have extensive contact lists

- Article in Haringey People which will include results of our borough-wide research / consultation
- Provide colour leaflets and consider travelling exhibition at Wood Green, Muswell Hill, and Seven Sisters libraries
- Provide 'travelling exhibition' at the September round of Area Forums
- Announcement on the Home page of the website and full details on our dedicated 20mph page
- Create an online form on the web page for comments
- Inform our Equalities contact groups and ask the local strategic partnership (HAVCO) to provide support in terms of distributing information to their contact groups
- In key locations of high footfall (e.g. Wood Green, Muswell Hill, Tottenham Hale, Green Lanes) offer leaflets to drivers and commuters.
- Officer attendance at area forums to publicise notification.
- 20mph limit banners
- Work with organisations who support 20mph limit to promote the councils' policy.

In addition, the following table also identifies the people who have an interest in and need to be consulted or involved in the project, both internally and outside of the Council.

<b>Stakeholder</b>	<b>Areas of interest, concerns, and risks</b>	<b>Method and Frequency</b>
Project Board	Delivery of project	Quarterly Briefs
Leader of the Council	Delivery of project	Keep informed through monthly Leaders Brief, and exception briefings if required.
Cabinet Member for Environment	Delivery of project to time and budget,	Keep informed as required through normal weekly meetings and monthly Brief
Ward Members	Impact of highways and transport works on their ward.	Communicate and via email, meetings if required. Keep informed as required.
Enfield Council	Consultation borough boundary	Include them in consultation. Possibility of coordination of installation of signs junctions in adjoining streets.
Camden Council	Consultation borough boundary	Include them in consultation. Possibility of coordination of installation of signs junctions in adjoining streets.
Islington Council	Consultation borough boundary	Include them in consultation. Possibility of coordination of installation of signs junctions in adjoining streets.
Barnet Council	Consultation borough boundary	Include them in consultation. Possibility of coordination for installation of signs at junctions in adjoining streets.
LBH Press	Keep informed of project	Project Manager to contact as

Stakeholder	Areas of interest, concerns, and risks	Method and Frequency
	process or any exceptions so press enquiries can be fielded and press releases prepared.	required. Project Board to request press releases e.g. for launch of specific schemes in project.
Police	Enforcement of speed limits	Meetings at design stage of schemes.
TfL signals	Modelling, design and installation of signals	Meetings discuss possibility of adjustment of Traffic signals where required. Ad-hoc
TfL Network Assurance	Ensure our plans have no detrimental impact to their network.	Consult during design stage.
Ringway Jacobs	Implementation of 20 mph signs and markings	Regular contractor meetings, and may involve in design stage
TM team	To obtain street works permit	Regular meetings with for works and permits prior to implementation stage and during construction process.
All statutory bodies	Consultation on any traffic restrictions	Statutory Notification via email, letters
LBH Street lighting team	Installation of externally and internally illuminated signs	Meetings at design stage of schemes and regular meetings, discussions as required.
Ringway Jacobs	Installation of signs, posts and marking	Meetings at design stage of schemes and regular meetings, discussions as required.
Statutory utilities companies	Services to lighting columns	Meetings at design stage of schemes and regular meetings, discussions as required.
20's Plenty	Statutory Notification on 20mph	Meetings at design stage of schemes and regular meetings, discussions as required.
Corporate leadership team	Delivery of project	Keep informed through Brief, and exception briefings if required.

## 2.5 HIGH LEVEL MILESTONE PLAN

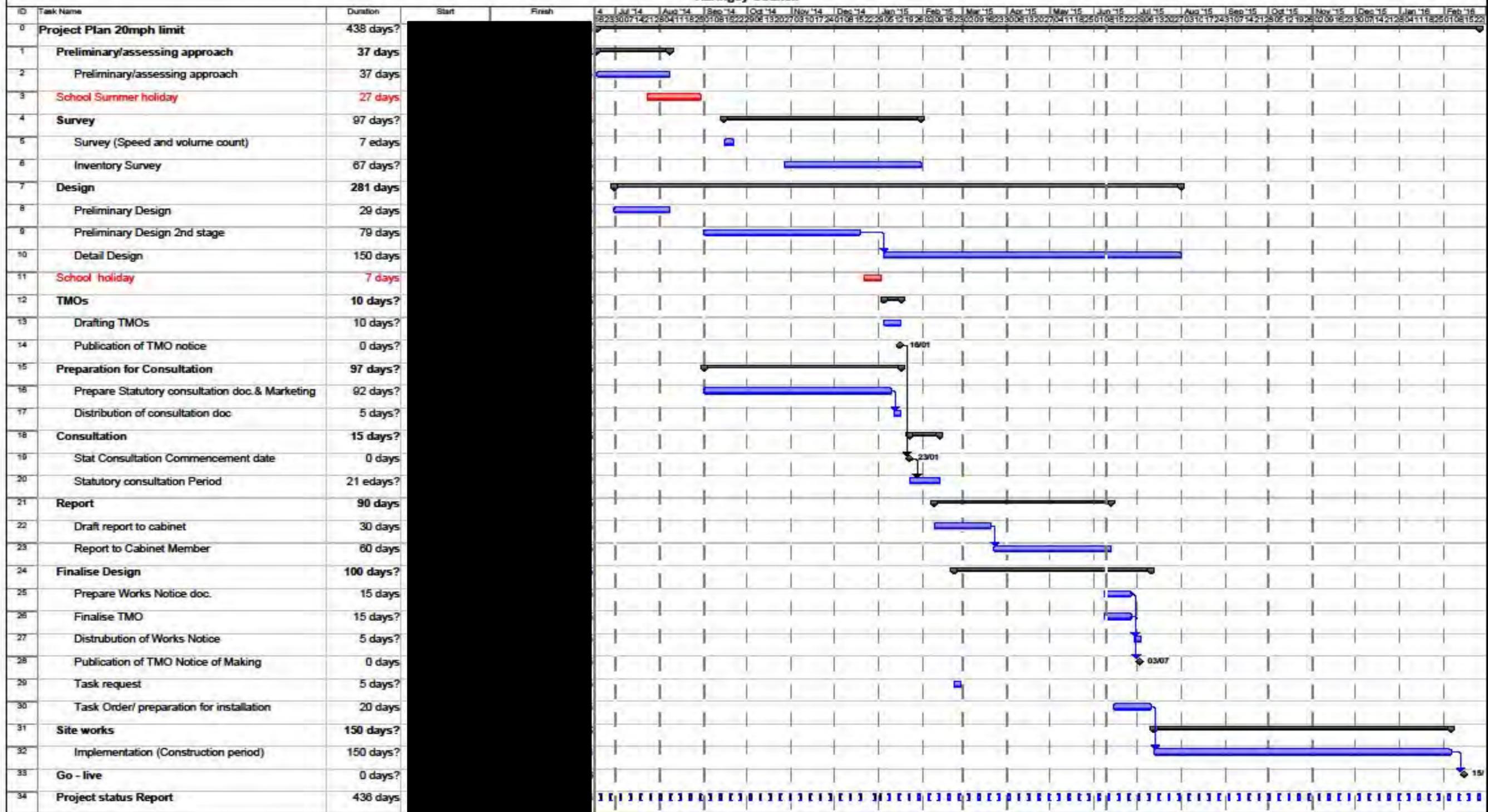
A high level programme has been developed for implementation programme. This programme will be developed in more detail. This programme and key milestones shall be monitored and reported as required.

A brief overview is as follows.

No	Milestone(s)	Target Date	Milestone Owner
1.	Preliminary stages	June - Oct 2014	[REDACTED]
2.	Statutory notification	23 Jan 2015	[REDACTED]
3.	Report to cabinet	June 2015	[REDACTED]
4.	Finalise Design	January – July 2015	[REDACTED]
5.	Implementation	July 2015 - Feb 2016	[REDACTED]
6.	Go-live	Feb 2016	[REDACTED]

An initial programme is shown on the next page

**Project Programme - borough wide 20mph Limit  
Haringey Council**



Project: Project Plan 20mph limit  
Date: Tue 09/06/15

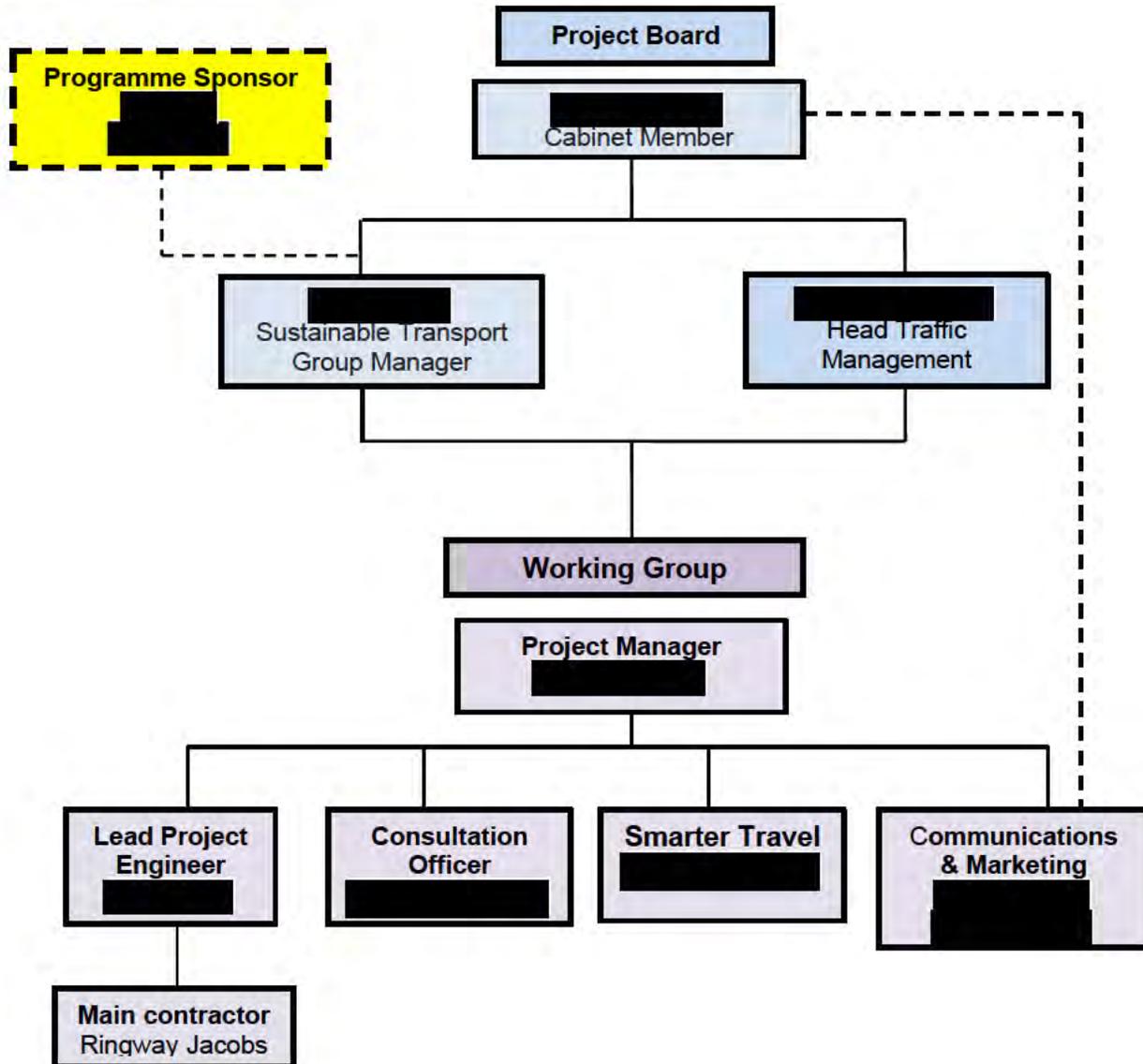
Task: [Blue bar] Progress: [Black bar] Summary: [Grey bar] External Tasks: [Light blue bar] Deadline: [Down arrow]

Split: [Dotted line] Milestone: [Diamond] Project Summary: [Arrow] External Milestone: [Circle]

Page 1

### 3 PROJECT CONTROLS

#### 3.1 PROJECT TEAM STRUCTURE



#### 3.2 REPORTING ARRANGEMENTS

- Summary highlight report (Excel spreadsheet) to be completed monthly
- Report to project board monthly
- Traffic Management meetings monthly
- Project team meeting weekly

### **3.3 PROJECT GOVERNANCE**

The project shall be led by the Sustainable Transport Team who will report to the Borough wide 20mph Limit Project Board. All project related matters shall be dealt with in the first instance, by the Project Manager, and then the Sustainable Transport Team. Where any delegated authority is to be exceeded then this will be escalated to the Borough wide 20mph Limit Project Board and above.

### **3.4 PROJECT ASSURANCE ARRANGEMENTS**

Notes:

- All major projects will be entered onto the Council's corporate risk log by the Project Manager –.
- Internal Audit will provide ongoing project assurance by reviewing a sample of project risk registers, including all those for major projects. Internal Audit will also undertake reviews of a sample of projects to ensure that projects adhere to the Council's project management processes and to verify that the expected outcomes are monitored and reported. The timing and frequency of these reviews should be agreed with Internal Audit on a project by project basis.

### **3.5 CHANGE REQUEST PROCEDURE**

Project Manager to ensure milestones are met by monitoring progress and reporting to Management Board as and when required. Discussion and reports for projects to be discussed at team meeting weekly. Any Changes to be highlighted and reported to the Project Board for discussion.

## **4 RESOURCES**

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### **4.1 TIME COMMITMENTS**

See sections 3.1 and 3.3

## 4.2 PROJECT BUDGET

The budget for introducing the borough wide speed limit would be founded through the LIP over two years, which is to be spent between 2014/15 and 2015/16 and will be £695000.

- 2014/2015 = £273000.00
- 2015/2016 = £422000.00

### **Notes:**

- *The budget pro-forma in Appendix 2, identifies the costs associated with the projects, the financial resources required and their source.*

## 5 BENEFITS REALISATION

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### 5.1 BUSINESS BENEFITS

To change the way people think about speed and road safety in the borough. The implementation of a 20mph speed limit will make Residential roads and roads in the vicinity of town centre:

- Safe, more vibrant and confident social places;
- reduce collisions (accidents) on the main roads and vicinity of town centres;
- give people the confidence to cycle and walk more;
- support the council's cleaner, greener environment and safer streets, and regeneration Corporate Plan priorities and make residential roads safer for pedestrians and cyclists.

### 5.2 PERFORMANCE MEASURES

Performance will be measured by completing the project in line with the milestones outlined in section 2.5 and realising the objectives in section 1.2.

## 6 RISK REGISTER

### 6.1 RISK REGISTER

Borough wide 20mph speed limit Risk Register 28/01/2015														
ID No	Risk Identification			Risk Assessment			Risk Response			Risk Monitoring & Control				
	Date Logged	Author	Risk Description	Impact Likelihood	Priority	Project Area Affected	Organisation & Area	Response Description	Response Type	Owner	Last Review	Report	Next Review	Current Status
1														No change
2														No change
3														No change
4														No change
5														No change
6														No change
7														No change
8														No change
9														No change
10														No change
11														No change

## 7 AUTHORITY TO PROCEED

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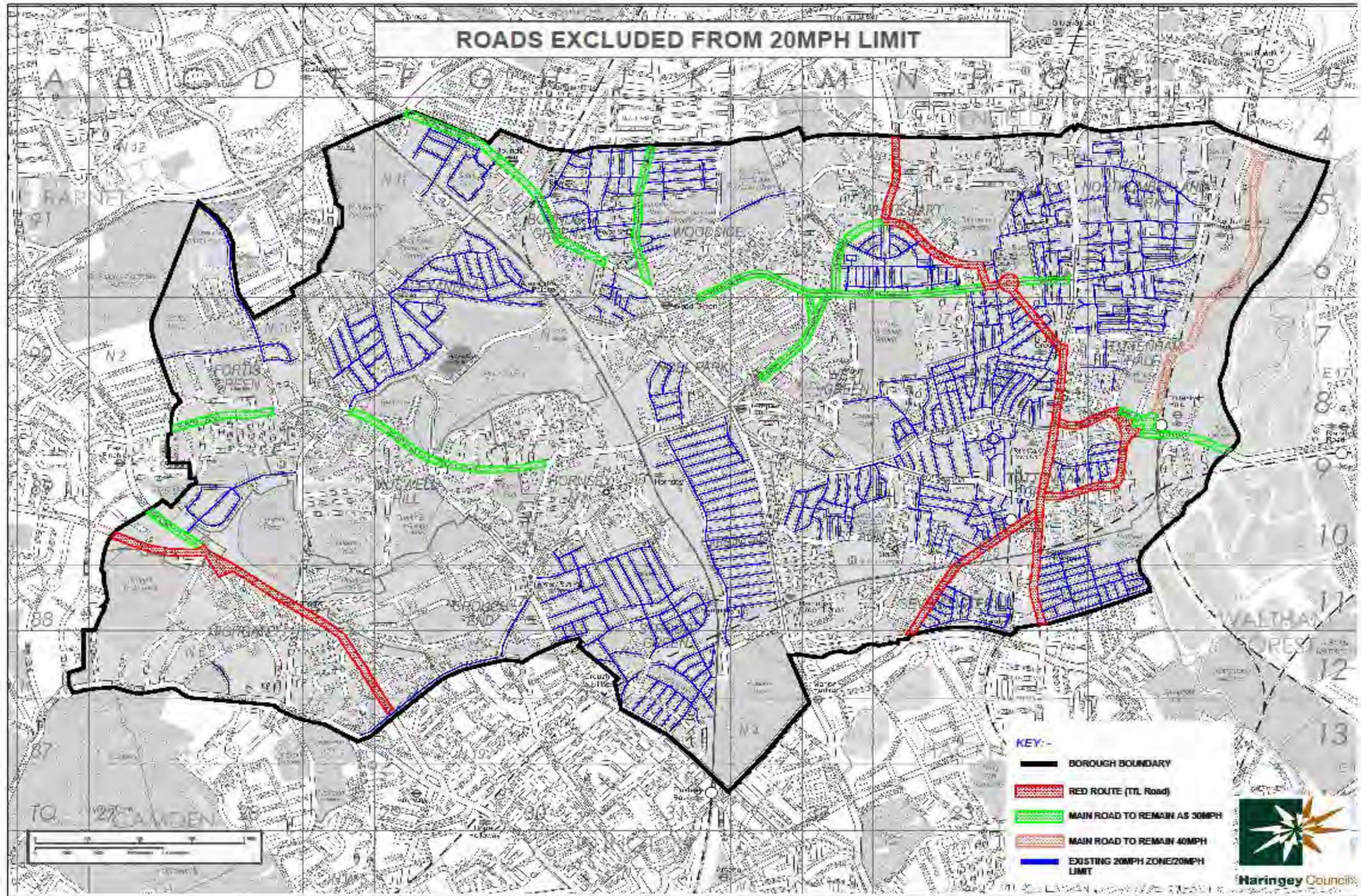
### 7.1 SIGN-OFF

**Notes:**

- *Confirm that authority to proceed with the project has been granted. For smaller projects, the project sponsor or management team will approve the PID. For projects in the programme structure, the PID must be signed off by Corporate Finance and agreed by the programme board.*

**Sign-off** ..... **Project Sponsor**

APPENDIX 1 – MAP





## APPENDIX 1B – NON-FINANCIAL BENEFITS (PEP)

Benefit	Type	Measures	
		Baseline	Target
Safe, more vibrant and confident social places	Reduction the speed limit	Current perception	Reduce speed to 20mph in residential road and in the vicinity of town centre
Reduce collisions (accidents) on the main roads and vicinity of town centres	Speed reduction	Current Perception	Reduce collisions (accidents) for killed seriously injured (KSIs) by monitoring post implementation accident data
People confidence to cycle and walk more	Managing of road network by reducing the speed limit	Current Perception	Post implementation monitoring

### Notes:

- *Performance, Efficiency, Perception (PEP) is how we will measure the success of each project and the overall programme (if relevant). This is why benefits should be categorised under one of these headings:*
  - *Performance – [The benefit] will allow the Council/Business Unit to deliver enhancements to its service that were not previously possible*
  - *Efficiency – [The benefit] will help the Council/Business Unit deliver better use of resource(s)*
  - *Perception – [The benefit] will help improve the opinion held by external and/or internal parties of the Council and/or its service.*





## APPENDIX 7

Copy of the Cabinet report dated 15 July 2014.