

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

**Title:** Proposed Speed Reducing Measures on Perth Road, N22

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**Ward(s) affected:** White Hart Lane / Woodside

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

## **1 Describe the issue under consideration**

- 1.1 To determine which of the two speed reduction options consulted on, during informal public consultation should proceed to statutory consultation.
- 1.2 To request approval to proceed to statutory consultation on one option. To also consider the feedback and officer's views regarding these.

## **2 Cabinet Member Introduction**

- 2.1 N/A

## **3 Recommendations**

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

- 3.1 Consider all feedback to the informal public consultation carried out from 3 July to 24 July 2024 set out in Appendix D, on the proposals outlined in Appendix A, B1 and B2, together with officers' views regarding that feedback set out in paragraph 8.2 of this report.
- 3.2 Approve to the undertaking of a statutory consultation on Option 2, as set out on the plan in Appendix B2.

## **4 Reasons for decision**

- 4.1 The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety and carry out studies into accidents arising out of the use of vehicles and must in the light of those studies, take such measures to prevent such accidents. The proposals consulted upon will help reduce vehicle speeds and improve road safety for all road users, which will assist in reducing personal injury collisions.
- 4.2 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason.

4.3 The reason that this is not a key decision is because the scheme will not result in significant impact on communities living or working in the White Hart Lane / Woodside wards, in particular, they will not result in substantial public interest/significant social, economic or environmental risk.

## 5 Alternative options considered

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

## 6 Background Information

6.1 Haringey Council regards road safety, particularly pedestrian safety, as a high priority and actively promotes road safety measures across the borough to reduce vehicle speeds, the number of road traffic accidents and to enhance the environment for all road users.

6.2 The Road Danger Reduction Action Plan and Investment Plan supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041; and supports the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists.

6.3 Officers investigated the collision data for 3 years up to 30/11/2023 on Perth Road which revealed that there were 5 recorded road traffic collisions, which resulted in slight injury to 2 pedal cyclists, 1 pedestrian, 1 driver and 2 passengers (6 casualties in total).

6.4 Following requests from the local community, a consultation exercise was carried out in 2021 on proposals to introduce road humps along Perth Road. Although the majority were in favour of the proposals, a substantial number of those not in favour, raised concerns that historically round top speed humps were installed and subsequently removed due to the noise, vibration, and structural issues experienced to their properties. The proposals were therefore placed on hold, until further engagement with the community was conducted.

6.5 Officers have since liaised with the Ward Councillors and some residents and have produced two options to reduce vehicular speeds and improve road safety on Perth Road. The proposals include speed humps, however, unlike the previously installed hump, these are of a sinusoidal profile. This type of hump has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds.

6.6 As part of this year's Road Danger Reduction Investment Plan, officers produced the following options, with key interventions listed for both options:

### Option 1 (as set out in the plan in Appendix B1)

- Provision of a new sinusoidal junction table (road hump built across a junction) at the junction of Perth Road and Fife Road
- Provision of a new sinusoidal junction table at the junction of Perth Road and Paisley Road
- Provision of kerb buildouts and 'at any time' loading restrictions at the junction of Perth Road and Paisley Road to improve visibility.
- New and upgraded traffic signs.

### Option 2 (as set out in the plan in Appendix B2)

- Provision of new sinusoidal road humps on Perth Road
- Provision of kerb buildouts and ‘at any time’ loading restrictions at the junction of Perth Road and Paisley Road to improve visibility.
- New and upgraded traffic signs.

6.7 The type of raised junction tables/road humps proposed for both options will have a sinusoidal profile, which has a gentler than usual incline. This will assist in reducing noise and vibrations (addressing the previous concerns raised by residents) whilst effectively reducing traffic speeds.

6.8 The total cost of the scheme is £120,000 which will be funded via the Local Implementation Plan (LIP) settlement for 2024/25. It may be helpful to explain that the LIP is the process through which TfL provides funding to boroughs for schemes to improve their transport networks, in line with the Mayor for London’s Transport objectives.

## 7 Consultation

7.1 Ward Councillors were informed about the proposals on 26 June 2024. Councillor Thayahlan lyngkaran suggested including additional information within the consultation document about sinusoidal speed humps, including a visual representation. Officers updated the consultation letter accordingly and re-sent it to the Ward Councillors on 28 June 2024. No further comments were received.

7.2 Public consultation documents were distributed to properties in the vicinity of the proposals on 3 July 2024. A copy of the public consultation document is attached as Appendix A (Letter and questionnaire) together with the consultation plans as Appendix B1 and B2 and a copy of the consultation boundary can be found in Appendix C.

7.3 The public consultation documents were also uploaded on the Council’s website.

## 8 Responses to Consultation

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

**Table 1 – Public Consultation Analysis**

		Count	Col %
Your choice	Option 1	24	33%
	Option 2	42	58%
	Neither	7	10%
	Total	73	100%

8.2 The Council received 73 responses during the public consultation period, 24 (33%) in support of Option 1, 42 (58%) in support of Option 2 and 7 (10%), who did not express a preference / preferred to leave the road as it is.

8.3 Those who did not express a preference / preferred to leave the road as it is, have been treated as objections, which have been summarised below, together with the officer response. Of the seven responses, only six provided reasons for their choice.

8.3.1 Objection 1 – Concerned about noise and vibration from buses

*'Needs further consideration including extent of noise and vibration from buses as they go over the humps'.*

#### Officer Response

When considering the use of road humps, the Council relies on data provided by the Department of Transport, who commissioned the Transport Research Laboratory (TRL) to carry out track trials to assess the effects which road humps might have in generating ground-borne vibrations when vehicles are driven over them for a sustained period. The results were used to calculate minimum distances, which would be desirable for road humps to be sited from dwellings, according to different soil types.

This study showed that even very minor hairline cracking should not occur unless the road humps are placed less than 2m from the dwelling (for London Clay soils type – such as Perth Road). The road humps for this scheme adhere to the recommendations from this study.

The proposed road humps will conform with the parameters set out in The Highways (Road Humps) Regulations 1999, which sets a height of between 25mm and 100mm. Information on the legal requirements for speed humps are set out in the Highways (Road Humps) Regulation 1999. The proposed raised speed tables along Perth Road will be in line with the Council's standard height of 75mm and spaced at regular intervals. This height along with the spacing has proved to be successful in reducing traffic speeds whilst limiting the impact of noise and vibration to neighbouring properties. Furthermore, the proposed raised speed tables will have a sinusoidal profile that has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds.

#### 8.3.2 Objection 2 – Speed cameras should be installed

*'Install speed cameras instead. Most drivers ignore the 20mph signs'.*

#### Officer Response

Currently the Council has no mechanism to install speed cameras in the borough without Transport for London's (TfL's) input. TfL has advised that they are currently undergoing a review of their process for assessing speed camera requests. Once this exercise is completed, they will then take on and review new requests. It should be noted that whilst speed cameras are a good speed reducing measure, they are only effective for particular sections of road, after which drivers may accelerate to inappropriate speeds.

Vertical deflections in the carriageway such as speed tables are one of the most effective, reliable and cost-effective speed reduction measures currently available. The principle is that the proposed traffic calming measures will slow vehicles down to speeds below or at the limit, and in this way the 20mph limit becomes 'self-enforcing'.

#### 8.3.3 Objection 3 – Install speed cameras as against speed hump in front of property

*'Much better off installing a speed cameras along Perth Road to hit speeding drivers where it hurts - their pockets! Also greatly oppose to speed hump in front of my property, where it'll create vibrations when vehicles especially busses and lorries come through, causing cracks and damage to my property'.*

#### Officer Response

Please refer to the officer response under section 8.3.1 and 8.3.2

#### 8.3.4 Objection 4 – Use tax-payers money wisely as previous humps were removed

*'Please consider using tax-payers money wisely. You've had humps before which the council had to remove'.*

##### Officer Response

The proposed speed reduction measures in Perth Road were initiated as a result of concerns raised by the local community, specifically about speeding traffic which was then investigated and included as part of the Road Danger Reduction Investment Plan.

The Road Danger Reduction Action Plan and Investment Plan supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041; and supports the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists. The scheme is being funded by Transport for London, as part of the borough's Local Implementation Plan.

The proposals include speed humps, however, unlike the previously installed road humps, these are of a sinusoidal profile. This type of hump has a gentler than usual incline, which assists in reducing noise and vibrations, whilst effectively reducing traffic speeds.

#### 8.3.5 Objection 5 – More noise, pollution and congestion

*'Perth Road is already very noisy as it's a busy road. Adding road humps will only add more to the noise. Also kerb buildouts will restrict cars trying to drive through Perth Road - causing more pollution and traffic congestion on this road. Ideally, it would be better if the council would reopen more of restricted roads like Gospatrick Way, which leads to the Roundway; so that there are more roads able to take traffic and noise away from Perth Road'.*

##### Officer Response

The scheme design includes introducing more regular and lower traffic calming features to achieve uniformity of speed, thus reducing disturbance caused by breaking and accelerating, which will also reduce noise and air pollution. The issue of the noise created by vehicles, will also be partially addressed by the proposed infrastructure changes, as vehicles will be travelling at lower speeds along the road.

Moreover, the type of humps proposed will have a sinusoidal profile which has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds.

The proposed buildouts at the junction of Paisley Road/Perth Road are unlikely to restrict cars driving through Perth Road as the carriageway is sufficiently wide at this location. However, will assist in improving visibility/road safety for all road users. Therefore, pollution and congestion will not increase.

The scope of this scheme does not include reviewing the traffic management measures by the Gospatrick Road/The Roundway junction. However, the residents' comments have been noted.

#### 8.3.6 Objection 6 – More police on streets to deal with inconsiderate drivers

*'It's the same group of lads racing around these streets at night and causing this area to be a danger until they are stopped and dealt with this speeding will continue and keep putting lives at risk. Police need to be out on these streets'.*

#### Officer Response

Whilst the increase presence of police officers in Haringey would be welcomed and beneficial, this is hindered by the lack of resources.

The proposed vertical deflections in the carriageway such as the junction tables/road humps will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become 'self-enforcing', which will improve road safety, for all road users.

### **9 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes**

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

Theme 1: Resident experience, participation and collaboration

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

### **10 Carbon and Climate Change**

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

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

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

#### **Statutory Officers' comments**

### **11 Comments of the Chief Financial Officer**

- 11.1 This report seeks the approval to proceed to statutory consultation for Option 2. The total cost of the scheme is £120,000 which will be funded via the Local Implementation Plan (LIP) settlement for 2024/25.

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

- 12.1 Traffic calming measures involving the installation of road humps are authorised by section 90A of the Highways Act 1980 and must comply with the Highways (Road Humps) Regulations 1999. Introducing restrictions on loading and unloading are authorised under section 6 of the Road Traffic Regulation Act 1984.
- 12.2 Before restrictions on loading and unloading, the Council must undertake a consultation in accordance with the Local Authorities' Traffic Orders (Procedure)(England and Wales Regulations 1996 which includes consult with the parties listed in the said Regulation and placing/publishing notice of the proposal(s) and making the draft order/notice available for inspection at its offices.
- 12.3 When a consultation has been undertaken, even where the consultation has not been undertaken because of a statutory requirement to do so, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are sent out in Appendix D to this report and officers' consideration of the same set out in section 8.3 of this report which must be taken into account before the decision whether to implement the speed reduction measures /make the necessary TMOs is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 12.4 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response, but is not under a duty to adopt the views of consultees.
- 12.5 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 12.6 The decision to approve the undertaking of a consultation on the proposal to install road humps/introduce restrictions on loading and unloading is an executive decision that can be exercised by the Head of Highways and Parking in accordance with the Council's Constitution and delegation given by the Director of Environment and Resident Experience in this scheme of delegation dated 13 March 2023.

## **13 Equality Comments**

- 13.1 The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
  - Advance equality of opportunity between people who share protected characteristics and people who do not.
  - Foster good relations between people who share those characteristics and people who do not. The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

13.2 The decision outlined in this report is approve the installation of sinusoidal speed humps on Perth Road, as outlined in Option 2 (Appendix B2). The alternative proposal for installing speed humps (Option 1) was discounted following public consultation.

13.3 A public consultation opened on 3 July 2024, with relevant documents (see Appendixes A-C) distributed to all households and businesses within the vicinity of the proposals.

- 73 responses to the consultation were received, with 24 (33%) in support of Option 1, 42 (58%) in support of Option 2 and 7 (10%) not expressing a preference.
- A total of 6 objections were raised. Of these, 5 related to concerns around the impact of the proposals on adjacent properties, the effectiveness of speed humps relative to other measures or the use of taxpayer money.
- One response indirectly related to the potential effects on groups with protected characteristics. This response argued that the speed humps would increase congestion, noise and pollution on Perth Road. These issues can disproportionately affect some groups with protected characteristics.
- Officers have responded by highlighting that the proposal design includes traffic calming features which achieve uniformity of speed, reducing the disturbance caused by breaking and accelerating and so limiting noise and air pollution. To reduce noise and vibrations further, the proposed speed humps will have a sinusoidal profile which has a gentler than usual incline.

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

- **Age:** The decision will have a positive impact on the road safety of certain age groups, namely children and the elderly, by reducing traffic speeds. For the 11% of White Hart Lane residents who are aged 65+ (Haringey Ward Profiles, 2024), this will reduce the likelihood of their potentially slower mobility preventing them from crossing the road safely. Likewise, by ensuring that drivers slow down, children are at less risk of harm if they step out into the road unsupervised.
- **Disability:** The traffic calming measures proposed in this report could benefit the of 16% White Hart Lane residents who are disabled (Haringey Ward Profiles, 2024), particularly those in wheelchairs. This is because the risk of a traffic accident causing physical harm is dramatically reduced when vehicle speeds are lower.
- **Sex:** On average, women spend a higher proportion of their time caregiving to children than men (ONS Census, 2021). Therefore, the positive effect of the crossing on children's road safety will have positive implications for women.
- For other groups with protected characteristics, this decision will have a neutral impact.

## 14 Use of Appendices

- Appendix A – Public consultation letter and questionnaire
- Appendix B1 – Public consultation plan option 1
- Appendix B2 – Public consultation plan option 2
- Appendix C – Consultation Boundary
- Appendix D – Full consultation report

## 15 Background Papers

- None