

## Statutory Consultation Analysis Report

### Proposed speed reduction measures on Perth Road N22.

The statutory consultation was carried out during March 2025

The previous public consultation - conducted from 3 - 24 July 2024, considered options for speed reduction measures on Perth Road. 73 responses were received: 24 (43%) in support of Option 1; 42 (58%) in support of Option 2; and 7 (10%) who chose neither option / leave the road as it is.

In view of majority support for Option 2, the council proceeded to the statutory consultation stage - setting out the proposed measures:

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

## Statutory Consultation Analysis

### 1a Support / Object

		Count	%
Support / Object	Support	25	71.43%
	Object	6	17.14%
	Other / no view	4	11.43%
	Total	35	100.00%

### 1b Support / Object – by Road

	Support / Object					
	Support		Object		Other / no view	
	Count	Row %	Count	Row %	Count	Row %
Perth Rd.	16	66.67%	5	20.83%	3	12.50%
Paisley Rd.	3	75.00%	0	0.00%	1	25.00%
Eldon Rd.	4	80.00%	1	20.00%	0	0.00%
Forfar Rd.	1	100.00%	0	0.00%	0	0.00%
Dunbar Rd.	1	100.00%	0	0.00%	0	0.00%
Total	25	71.43%	6	17.14%	4	11.43%

## 2. Comments – by Road

Road name	Support or object	Comments and suggestions .
Perth Rd.	Object	<p>1. During walkabout on 09/11/2023 with councillor Anne Stennett &amp; officers Danny &amp; Mike, the main complaints were to do with drivers speeding from White Hart Lane towards Wood Green and losing control near the bend at Fife Road. Most of the crashes occur near this junction. I and other residents who live between Paisley &amp; Fife have witnessed accidents and sometimes our vehicles have been totalled due to dangerous driving. The officers suggested a table extending outwards from Fife and Paisley. The officers did not suggest installing humps all the way down Perth so why did the Council give the option to install them? 2. Previous experience of road humps means that buses, delivery vans &amp; SUVs do not slow down and consequently hit the humps at speed causing high vibration and damage to our property. There is no evidence that sinusoidal humps deter speeding cars - they were created to make it easier for cyclists to ride over. 3. If Haringey installs the humps near the junction of Fife (where my house is situated), and if there is damage to our homes (as in 2001), will the Council consider removing them? 4. Once humps are installed, the speeding drivers will divert to Paisley, Eldon, Stirling etc and they will become rat runs. Residents in those roads should have been consulted as there will be a knock-on effect. 5. We asked for a pedestrian crossing or chicanes at the bus stops NN &amp; NJ as it is very dangerous for pedestrians getting on/off the buses. This was not added to either option. - PLEASE INSTALL "TABLES" ACROSS PERTH (AT FIFE &amp; PAISLEY). - PLEASE CREATE A CROSSING FOR PEDESTRIANS BETWEEN THE 2 BUS STOPS NEAR PAISLEY. INSTALL HUMPS BETWEEN STIRLING &amp; DUNBAR FOR THOSE RESIDENTS THAT WANT THEM. - PLEASE INSTALL 20MPH LIGHT-UP SIGNS ON EITHER SIDE OF THE JUNCTION WITH FIFE TO ALERT DRIVERS THEY ARE SPEEDING Thank you.</p>
Perth Rd.	Support	Please install speed cameras
Perth Rd.	Object	Upgrading road signs is OK but I strongly object to having any road humps put in.
Perth Rd.	Support	support the measures set out for Option 2
Perth Rd.	Support	We recommend installing a zebra crossing near Fife Road, as many young drivers speed around that bend. As an elderly person, I find it difficult to cross the road safely.
Perth Rd.	Support	
Perth Rd.	Support	These measures are long overdue! There was a serious accident in Perth Road recently, near the junction with Leith Road. A car driven at grossly excessive speed collided with a learner driver's vehicle. I do not know if there were any fatalities, but certainly at least one person had to be cut out of their car by the Fire Brigade.
Perth Rd.	Other / no view	Speeding is an issue day and night. I'd prefer cameras rather than speed humps

Perth Rd.	Other / no view	I support table top humps as long as they do not cause further vibration to the properties on Perth Road. Along with introduction of speed humps, the road needs resurfacing. The road has not been resurfaced for many years. The road is cracking in places and has become uneven and is subsiding in places. This does cause significant vibration on the houses and in turn causes cracking to properties. Please can Perth Road be considered for re-surfacing.
Perth Rd.	Support	There is a problem with speeding at night by drivers (both cars and motorcycles). As well as being dangerous there is also loud noise.
Perth Rd.	Support	We and our neighbours often talk about the speeding cars and motorbikes - especially at night time. They are noisy as well as dangerous and this has to stop.
Perth Rd.	Support	
Perth Rd.	Support	I suggest having a zebra crossing between the two bus stops - between house numbers 87 - 38.
Perth Rd.	Support	Please install speed cameras
Perth Rd.	Object	(No reasons given)
Perth Rd.	Support	Have speed cameras along Pert Road and use these to carry out average speed checks, and make sure the police take action when necessary. Traffic lights would also help. deal with the speeding.
Perth Rd.	Support	I suggest putting the zebra crossing between the two bus stops - (between house numbers 87 - 38).
Perth Rd.	Other / no view	Thank you for undertaking consultation with the MPS. We've no comments on the proposals as they stand. Please consider resubmission should the design change substantially from that which has been provided.
Perth Rd.	Object	Much better to have speed cameras as that avoids the noise and vibration caused by speed humps.
Perth Rd.	Support	Road humps needed by the pedestrian crossing areas and near the junctions with White Hart Lane and Lordship Lane. There are a lot of "Saturday night boys" driving like clowns. Make sure you do tackle this effectively.
Perth Rd.	Object	
Paisley Rd.	Support	I'd like to see a pedestrian crossing between Fife and Paisley roads, because many people cross Perth Rd there to get to and from the bus stops. I'm concerned that more vehicles will use Paisley Rd as a cut - through after speed humps are installed in Perth rd. Can this be measured and checked.?

Paisley Rd.	Other / no view	<p>One of the reasons that some of us in the consultation last June opted for the tables at the junctions of Fife Road and Paisley Road is that we feared that if speed humps were installed along the length of Perth Road it would lead to more of the motorists who currently speed in Perth Road to use Paisley and Eldon Roads as a cut through/rat run, and would likely speed along these smaller residential roads instead. Whilst the current proposed measures should reduce speed in Perth Road, it does not address the wider impact on the surrounding streets. Can you arrange to monitor the volume and speed of traffic using Paisley from Perth before the introduction of the new speed humps and also after the introduction, as this would provide evidence of whether there is an increase in the volume of traffic and of traffic speeds? I understand that it should be relatively cheap and easy to do this? If as residents of Paisley and Eldon Roads fear, traffic may increase in both volume and speed,</p>
Paisley Rd.	Support	<p>I am not sure whether our neighbours in Eldon Road have received these consultation documents, but I believe they will be affected by the proposals. One of the reasons that some of us in the consultation last June opted for the tables at the junctions of Fife Road and Paisley Road is that we feared that if speed humps were installed along the length of Perth Road it would lead to more of the motorists who currently speed in Perth Road to use Paisley and Eldon Roads as a cut through/rat run, and would likely speed along these smaller residential roads instead. Whilst the current proposed measures should reduce speed in Perth Road, it does not address the wider impact on the surrounding streets. Can you arrange to monitor the volume and speed of traffic using Paisley from Perth before the introduction of the new speed humps and also after the introduction, as this would provide evidence of whether there is an increase in the volume of traffic and of traffic speeds? I understand that it should be relatively cheap and easy to do this? If as residents of Paisley and Eldon Roads fear, traffic may increase in both volume and speed, perhaps consideration could be given to banning left turns into Paisley from Perth between say 8 -10am and right turns from Paisley into Perth say between 3-5.30pm to prevent non-residents using our local residential roads as a cut through between Perth Road and Lordship Lane, particularly during the times that children are going to and leaving local schools, as a lot of children use Eldon Road in particular at these times. Compliance could be easily and cheaply monitored by a camera in Perth opposite the entrance to Paisley. This sort of restriction has been used in Haringey in roads off Station Road previously, and also in Waltham Forest, to address non-residents using residential roads as cut throughs. Many of us would also like to see a pedestrian crossing installed in Perth Road between Fife Road and Paisley Road where very many people cross Perth Road each day because of using the two bus stops, and children from White Hart Lane schools cutting across the playing field and crossing to Fife Road. Though speed humps should slow traffic in that area there is a very strong case for a pedestrian crossing there for the many children, elderly and disabled people who currently struggle to cross the road safely there.</p>

Eldon Rd.	Support	<p>While it is encouraging to see plans in motion to improve traffic management and introduce safety measures on Perth Road, the current approach does not fully address the wider impact on surrounding streets. I am particularly concerned that these changes will inadvertently shift traffic issues onto Paisley and Eldon Roads, as motorists seek alternative routes to avoid the newly installed speed humps. Many residents fear that this will result in increased traffic volumes and higher speeds in residential streets that are heavily used by pedestrians, including families walking and cycling to schools such as Lordship Primary and Mulberry Secondary.</p> <p><b>Lack of Adequate Consultation</b> As a resident of Eldon Road, I did not receive the consultation documents, raising concerns about whether all affected residents were adequately consulted. Given the lasting impact of these traffic changes, it is essential that all nearby streets likely to be affected are included in discussions and decision-making.</p> <p><b>Increased Risk of Rat Running &amp; Speeding on Residential Roads</b> A key concern is that vehicles will use Paisley and Eldon Roads as a cut-through to Lordship Lane, exacerbating existing issues with reckless driving. Many of us have already witnessed near-misses on these roads, particularly involving children and other vulnerable pedestrians. Speeding vehicles turning into these roads at pace create a serious safety hazard, and without intervention, this issue is likely to worsen.</p> <p><b>Proposed Solutions</b></p> <ol style="list-style-type: none"> <li><b>Traffic Monitoring Before &amp; After Speed Hump Installation</b> • I strongly urge the Council to implement traffic monitoring on Paisley Road and Eldon Road both before and after the introduction of the speed humps on Perth Road. This data would provide clear evidence of any increase in traffic volume and speed, enabling informed decisions about further interventions if necessary.</li> <li><b>Turn Restrictions to Prevent Rat Running</b> • If monitoring confirms increased traffic, I propose restricting left turns into Paisley Road from Perth Road between 8-10 AM and right turns from Paisley Road into Perth Road between 3-5:30 PM. These measures would prevent rat running at peak school hours and could be enforced easily with a traffic camera, similar to those used in other areas.</li> <li><b>Installation of a Pedestrian Crossing on Perth Road</b> • There is an urgent need for a pedestrian crossing on Perth Road between Fife Road and Paisley Road. This location is heavily used by residents crossing for the bus stops, school children cutting across the playing field, and elderly or disabled individuals who currently struggle to cross safely. While the speed humps may help reduce vehicle speeds, they do not eliminate the danger to pedestrians.</li> <li><b>Reassessment of Existing Zebra Crossing Placement</b> • I also urge the Council to reassess the positioning of the zebra crossing at the mouth of Perth Road and White Hart Lane. I feel it is poorly placed, creating additional risks for pedestrians, cyclists, and motorists rather than serving its intended safety purpose. A relocation or redesign should be considered to enhance safety for all road users.</li> </ol> <p>These measures would ensure that the introduction of speed humps on Perth Road does not come at the expense of increased risks on Paisley and Eldon Roads. I hope the Council will take these concerns into account</p>
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		and work towards a more comprehensive solution that prioritises the safety of all residents in the area.
Eldon Rd.	Support	I particularly support measures to improve visibility at Paisley Road junction. I have slight concerns that Perth Road restrictions will see more traffic using Eldon Road and Granville Road to access Lordship Lane and would suggest that traffic calming measures could be extended to those roads. Otherwise this plan will hopefully make Perth Road a safer and quieter road for pedestrians, cyclists and motorbike users.
Eldon Rd.	Support	Overall in support to slow down dangerous driving on Perth Road. However I am concerned this could lead to more people using Paisley and Eldon Road as cut through which is already a problem. These roads need to be considered as part of the overall plan. The turning from Paisley into Eldon is particularly dangerous and as one of the few straight roads in the area without speed bumps this seems to encourage drivers to speed as they avoid traffic on Lordship Lane. Bumps need to go in from this junction to the junction with Granville Road too please. Getting it right at this time makes it better for all residents.
Eldon Rd.	Object	Increasing the number of road humps all the way down Perth Road, will only divert all the traffic down Paisley Road onto Eldon Road and then back to Lordship Lane (as motorists will want to avoid the humps). Motorists already speed down Paisley and Eldon Road and this will only make the situation worse and increase traffic flow for those who live on these roads. In addition, the proposed kerb build out on an already narrow road junction with limited visibility, will only make it that much harder to drive into and out of Paisley Road from Perth Road, increasing the chances of collisions.
Eldon Rd.	Support	I think this is an excellent proposal. Only suggestion would be given the position of the road humps by the curve at Fife Road, are the chevron signs really necessary? Omitting them would reduce the cost of the upgrade & avoid reducing pedestrian circulation space on the pavement.
Dunbar Rd,	Support	I would support this because Perth Road is very difficult to cross especially after dark because of lack of pedestrian crossings and speeding cars.
35	35	35