

ANNEX A



Department
for Transport

Mike Durkin
City of York Council

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Web Site: www.gov.uk/dft

Our Ref: GT51/3/3/119022
Your Ref:

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Dear Mr Durkin,

Thank you for your email of 23 October about traffic calming measures. This has been passed to me for reply.

The Department's advice on designing traffic calming acknowledges that road humps can cause discomfort for passengers, and includes advice on reducing this. Whilst the maximum permitted height of a road hump is 100mm, we recommend the use of 75mm high humps instead as these provide a similar reduction in speed while reducing discomfort. This advice is given in Local Transport Note (LTN) 01/07 'Traffic Calming', which brings together in one comprehensive document a summary of the research commissioned by the Department for Transport (DfT) together with research from external sources. It is available at:

<https://www.gov.uk/government/publications/local-transport-notes>

Research was commissioned in 2004 to examine the impact on vehicles and occupants repeatedly crossing road humps. The results of this research are discussed in the above LTN and reported in full in Transport Research Laboratory (TRL) Report 614. The report can be found at:

<http://www.trl.co.uk/reports-publications/trl-reports/report/?reportid=5477>

The report concluded that for vehicle occupants, levels of discomfort were, generally speaking, acceptable if speeds did not exceed 15-20 mph. Expert medical opinion following this research was that damage to healthy bones, discs, ligaments or muscles was very unlikely. It was noted that excessive exposure to repeated loading to an unhealthy disc from humps could lead to prolapse. However, "excessive exposure" would have to be more than that

expected from even a busy taxi driver in an urban environment. It also concluded that it is not possible to predict the effect of forces generated by road humps on people with pre-existing spinal conditions, and that vehicle occupants are unlikely to be injured as a result of single or repeated traversing of humps constructed to recommended dimensions.

Tests on the disabled and people with existing back problems were not carried out because they have a range of different problems and pain thresholds. It was therefore not possible to test a single person or a small group of people to represent these groups, even if it were ethical to do so knowing they could suffer pain in the process.

Local highway authorities are free to determine the most appropriate design of traffic calming infrastructure for each individual location and are required to consult publicly before introducing any such measures.

Yours sincerely,

Peter Colmans