

Appendix 1

LIST OF REASONS FOR OBJECTION

OBJECTOR	REASON FOR OBJECTION	HIGHWAYS COMMENTS
Ob.1 and Ob.2	There are no (national and international) evidence that road humps reduces accident rates or severity.	<p>Government guidance (LTN 1/2007) shows that there is a direct correlation between a reduction in the mean speed of traffic and the number and severity of recorded injury collisions. A 1mph reduction in mean speed would be generally expected to result in a 5% reduction in injury accidents.</p> <p>Our experience is that traffic calming schemes particularly road hump schemes have proven to reduce traffic speeds and have had a generally positive impact on accident rates and reducing accident severity.</p>
Ob.1 and Ob.2	There is no proof that what is gained outdoes the climate issue. Most slow down and speed up again at humps– not keep to a constant speed.	Traffic calming schemes in Leeds are designed to encourage a maintained and consistent driving style to avoid stop start driving. Whilst there may be potential for a slight increase in vehicle emissions due to lower speeds through the reduction of vehicle speed (expected to be approximately 2 - 8mph for the average speeds the potential air quality implications will be negligible and be mitigated and offset by a more uniform driving behaviour and potential increased modal shift to more sustainable travel choices as road users find the road environment to be safer and less dominated by higher speed motor vehicles.
Ob.2	Objects to the use of speed humps as they impede emergency response vehicles and increase wear and tear on cars.	<p>Department for Transport guidance states that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. The standard details developed by Leeds City Council for traffic calming features conform to these regulations.</p> <p>The emergency services are consulted during the development of traffic calming schemes and designs are tailored as necessary. As an example of the co-operative approach to developing these types of scheme Leeds City Council does not install traffic calming on A roads partly to ensure that emergency services are not impeded on these main routes.</p>
Ob.2	Use chicanes, speed cameras, traffic lights triggered by speeding, Speed Indication Signs (SIDs) instead of road humps.	<p>Road humps have generally proved to be more effective than horizontal measures at achieving traffic speed reductions and they are considered to be a cost effective way to reduce vehicle speeds and improve road safety.</p> <p>Other methods of speed control have specific disadvantages which mean that they can be less effective. Some examples:</p>

		<p><u>Chicanes</u></p> <ul style="list-style-type: none">• Chicanes do not significantly reduce vehicle speed unless there is a balanced traffic flow throughout the day. Vehicles racing to beat oncoming traffic in chicanes is a common complaint.• They are more expensive to construct, especially if drainage works are necessary.• Chicanes generally remove on-street parking which can be difficult in residential areas <p><u>Speed cameras</u></p> <ul style="list-style-type: none">• Speed cameras are used to address ongoing casualty patterns where these are the result of speed. They are installed and strictly controlled by the West Yorkshire Casualty Prevention Partnership at locations where set criteria are met; individual councils are not permitted to use these solely to enforce a particular speed limit. <p><u>SIDs</u></p> <ul style="list-style-type: none">• Speed Indicator Devices (SIDs) are a relatively new technology and their effectiveness in influencing driver behaviour and reducing speeds especially over the long term remains unproven at the current time.• Highway Authorities need to be confident that speed control measures will work over the long term and not lose effectiveness if motorists become used to a particular message.• At the current time vertical traffic calming provides the greatest level of long term confidence and its effectiveness is proven.• Externally funded SIDs have been installed at locations across the city.
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