

**THORNHOLME ROAD, ASHBROOKE  
OBJECTION TO PROPOSED TRAFFIC CALMING MEASURES**

## REPORT OF THE DIRECTOR OF DEVELOPMENT AND REGENERATION

## 1.0 PURPOSE OF REPORT

1.1 The purpose of the report is to inform the Planning and Highways Committee of objections that have been received to traffic calming proposals on Thornholme Road, Ashbrooke.

## 2.0 BACKGROUND

2.1 Traffic calming measures have been designed and consulted upon. One objection and one representation have been previously considered by this Committee.

2.2 The objection, which was not upheld, related to the need for the proposed traffic calming measures and identified, in the objector's opinion, the more urgent requirement for waiting restrictions to be introduced to resolve parking issues. The representation, which was presented to committee for information, was related to a request to increase the extent of the waiting restrictions that would require further consultations.

2.3 As the proposed scheme has been subjected to further amendments by way of the introduction of waiting restrictions, a revision in the number and location of speed cushions and the making of a corridor for two-way traffic flow it was necessary to re-consult with the exception of the Humped Zebra Crossing and School Keep Clear Road Markings. The additional consultations were undertaken from August 2007 and the scheme was approved, subject to satisfactory consultations, in the delegated decision of 6<sup>th</sup> June 2008.

2.6 Consultations for the further amended scheme, as shown on drawing number 3708/1 Rev 5 attached, were undertaken from October 2008 and one objection was received on 10<sup>th</sup> November 2008.

## 3.0 CONSIDERATION OF THE OBJECTION

3.1 The objector from Braeside, which is a side road of Thornholme Road, has requested that consideration be given to the use of "speed humps" or "speed tables" instead of speed cushions.

3.2 The objector states that when a vehicle approaches a speed cushion it is subject to stresses in two planes, longitudinal and radial, as the nearside and offside wheels mount and cross the cushion. This has great potential to damage a vehicles suspension system, even if travelling at a relatively low speed. A speed hump or table which crosses the whole of the road (such as those installed in Braeside and Meadowside) would slow down the traffic, but only exert longitudinal stress on the suspension system. This would prevent further possibilities for damage to the vehicle.

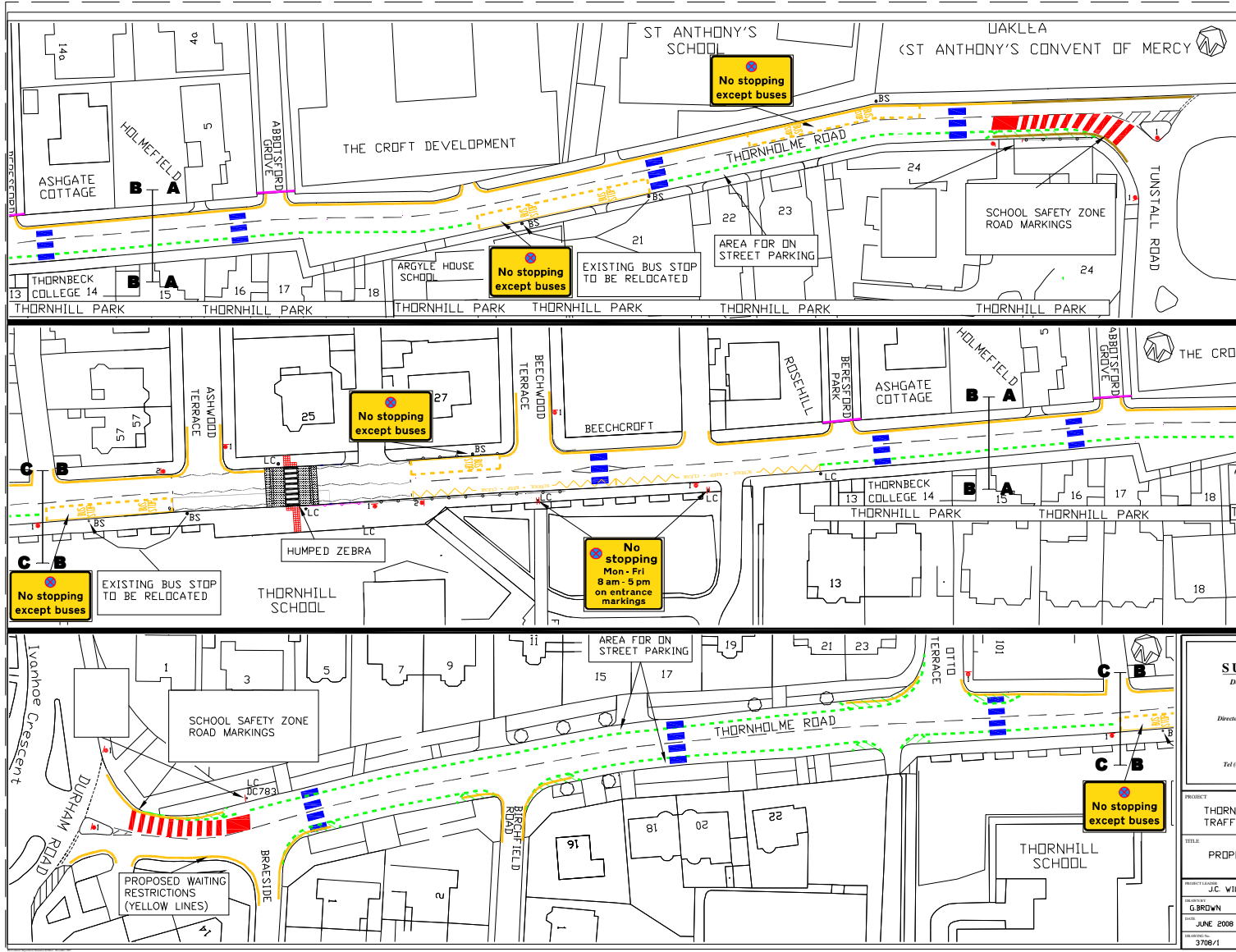
- 3.3 The Department for Transport has carried out extensive research into the impact of road humps on vehicles and their occupants and in 2004 published the following results for speed cushions.
- 3.3.1 “There was no evidence of vehicle damage from repeated traverses, although some small changes in steering geometry were noted.”
- 3.3.2 “Peak vertical accelerations (which strongly correlate to discomfort ratings) for all vehicles (including an ambulance, bus and minibus) were lower when traversing cushions than when traversing other types of hump.”
- 3.3.3 “There was no evidence that alternative hump dimensions to those currently recommended could remove any unnecessary discomfort and maintain safety objectives.”
- 3.4 Thornholme Road is a residential distributor road and a bus route. From the research shown above, the use of speed cushions is unlikely to cause damage to vehicle suspension and the use of other types of road hump along this road is likely to increase passenger discomfort. Based on past experience of other similar schemes NEXUS, the bus operators and the emergency services will not favour the use of other forms of road hump.
- 2.5 Therefore, for the reasons given above the use of other forms of road hump is not considered appropriate and the objection should not be upheld.

#### 4.0 BACKGROUND PAPERS

- 4.1 Correspondence file reference 9/F1/SS  
Thornholme Road Scheme File  
Minutes of Highways and Transportation Sub-Committee 7<sup>th</sup> June 1999  
Decision of Director of Environment 13<sup>th</sup> December 2001  
Decision of Director of Development and Regeneration 18<sup>th</sup> November 2002  
Report to Planning and Highways Committee 26<sup>th</sup> July 2005  
Decision of Director of Development and Regeneration 20<sup>th</sup> September 2005  
Report to Planning and Highways Committee 2<sup>nd</sup> April 2007  
Decision of Director of Development and Regeneration 22<sup>nd</sup> May 2007  
Decision of Director of Development and Regeneration 6<sup>th</sup> June 2008  
TRL Report 614 (2004)

#### 5.0 RECOMMENDATIONS

- 5.1 It is RECOMMENDED that:-
- (i) the Planning and Highways Committee considers the contents of this report and indicates its support or otherwise for the proposed scheme and that the formal objection received during the statutory consultation process from a local resident opposed to the introduction of speed cushions is not upheld.



- KEY**
- SPEED CUSHIONS
  - ROAD HUMP WARNING SIGN
  - PEDESTRIAN CROSSING WARNING SIGN
  - NO WAITING AT ANY TIME
  - GATED ACCESS TO PRIVATE STREET
  - EDGE OF CARRIAGEWAY ROAD MARKING
- NOTE - SCHOOL KEEP CLEAR TO COMPLY WITH TSROD NO 1027.1
- NOTE - 'H' MARKINGS TO BE PROVIDED ACROSS DRIVES AND GARAGES WITHIN ADJACENT PARKING AREAS

- KEY 4 14/06/08  
 1) EXTENDED NO WAITING AT ANY TIME  
 2) MODIFIED KEY  
 3) MODIFIED SCHOOL KEEP CLEAR  
 4) BUS STOP CLEARWAYS (CCLDR)  
 5) SHOWN PRIVATE ROADS  
 6) SHOWN SIGNS AND TYPES
- KEY 5 10/06/08  
 1) MODIFIED NO WAITING AT ANY TIME  
 2) ADDED PROPERTY NUMBERS AND NAMES  
 3) ADDED ROAD NAMES

**City of SUNDERLAND**  
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PROJECT: THORNHOLME ROAD PROPOSED TRAFFIC CALMING SCHEME

TITLE: PROPOSED LAYOUT

PROJECT LEADER: J.C. WILKINSON	CHECKED BY:	APPROVED BY:
DESIGNED BY: G. BROWN	DRAWN: JCW	SCALE: A3
DATE: JUNE 2008	SCALE: NTS	REVISION: A3
SCALE: 1:500	DATE: 3/08/08	BY: 5