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Your ref:

This matter is being dealt with by:

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Dear Mr. Parker

QUESTION TO WASHINGTON AREA COMMITTEE: TRAFFIC CALMING MEASURES

I refer to your enquiry regarding the above, which will be included in the agenda for the Washington Area Committee meeting to be held on 7th January 2010.

Average speed cameras are deployed on motorways and other major roads to ensure that vehicles do not exceed the speed limit. In order to be effective, the cameras rely on vehicles travelling through the controlled zone without stopping.

The roads, in Sunderland, where traffic calming measures such as road humps are in place are all relatively local in character, where vehicles would be expected to stop and start. On such roads, average speed cameras would be unable to detect a vehicle that entered the controlled zone at a speed in excess of the speed limit, and then stopped before it reached the next camera. However, road humps installed at appropriate locations on these roads are very effective at reducing vehicular speed, and hence the frequency and severity of accidents. This has been demonstrated both nationally and locally over several decades.

As far as motorbikes, lorries and buses are concerned, such vehicles are able to circumvent traffic calming measures such as cushions that do not extend the full width of the carriageway. However, 'before' and 'after' speed surveys demonstrate that such traffic calming is, nevertheless, effective in significantly reducing vehicular speeds.

Ambulances normally use the primary road network as much as possible, and road humps are generally not deployed on such roads. All of the emergency services are consulted extensively before road humps are constructed on any of the City's roads, and their requirements are always taken into account in the decision as to what, if any, traffic calming would be appropriate.

I trust this information is of assistance.

Yours sincerely

Ian Pearson
Acting Manager, Traffic and Road Safety Section

b.c.c. Paul Wood, Democratic Services Officer
Office of the Chief Executive