Fact Sheet

Ocean Park Avenue Local Area Traffic Management (LATM)

Road Humps
A road hump is a speed reduction device in the form of a raised curved profile extending across the roadway. Road humps are typically 70 to 120mm high with a total length of 3 to 4m.





Vehicle speeds can be significantly reduced when they are correctly placed and designed. Road humps should be clearly visible to approaching drivers, illuminated by adequate street lighting, and enhanced by the use of signs, pavement markings, and other delineation.

Road humps are a whole-of-street treatment and more than one road hump may be needed where speed reduction is required over the entire length of the street. The spacing of further road humps should be as uniform as possible allowing for side roads and vehicle crossings. Spacing of devices should not be less than 80m and generally not more than 150m.

Industry Standard – *Austroads Guide to Local Street Management* suggests that road humps produce an 85th percentile speed reduction of 45% at the device and 21% at the midpoint between devices. Therefore, in Ocean Park Avenue it is reasonably expected that road humps may reduce the 85th percentile speed from 56km/hr to 38km/hr at the device and 46km/hr at the midpoint between devices.

The advantages of road humps include:

- a significant reduction in vehicle speeds in the vicinity of the device
- a significant reduction in road crashes
- low cost to install and maintain
- they discourage through traffic and commercial vehicles
- on-road parking is not affected
- when used in a series, they regulate speeds over the entire length of the street
- they can be designed to limit discomfort to cyclists.

The disadvantages of road humps include:

- traffic noise level may increase just before and after the device due to braking, acceleration and the vertical displacement of vehicles
- they may divert traffic to nearby streets without LATM measures
- they are uncomfortable for vehicle passengers and cyclists
- possible increase in delays at adjoining arterial roads
- additional cost burdens in terms of maintenance
- possible increased response times for emergency and service vehicles.