WATTS PROFILE SPEED HUMPS

What is it?
A rounded “bump” across the road that cars drive over. Watts profile humps are quite firm, so drivers feel them and slow down more than with a gentler profile.

Benefits (Pros)

- Strongly reduces vehicle speeds at the hump.
- Proven to reduce crashes.
- Relatively low cost to build and maintain.
- Discourages “rat-running” through local streets.
- When installed in a series, keeps speeds down along the whole street.

Things to consider (Cons)

- Extra noise as vehicles brake, go over the hump and accelerate away.
- Can push through-traffic into neighbouring streets if they don’t also have measures.
- Uncomfortable for some passengers and cyclists, especially at higher speeds.
- Can affect buses, heavy vehicles and emergency services response times.

When it works best

- Residential streets with speed problems and relatively low traffic volumes (under ~60 km/h speed environment).



City of Charles Sturt

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RAISED SINGLE LANE SLOW POINTS

What is it?
A short section where the road narrows to one lane and is slightly raised. Drivers slow down and give way to each other, so traffic moves more slowly and steadily.

Benefits (Pros)

- Reduces speeds at the device and, when used in a series, along the street.
- Can deliver a noticeable reduction in crashes.
- Can shorten crossing distance for pedestrians.
- Discourages through-traffic using the street as a short-cut.
- Can include landscaping, improving street appearance.

Things to consider (Cons)

- Only one vehicle can pass at a time: drivers must take turns, which can cause minor driver frustration.
- May restrict access for larger vehicles and emergency services if not carefully designed.
- Some on-street parking is usually removed near the device.
- Can create risks for cyclists if bypasses or widths are not well designed.
- Potential for extra noise from braking/acceleration.

When it works best

- Local streets with high through-traffic but not major bus routes.
- Where volumes will remain relatively low after treatment (under ~1000 vehicles/day).



ANGLED SLOW POINTS

What is it?

A slow point where the road bends or “wiggles” around kerb build-outs, so drivers must steer through an S-bend and slow down. Often still one lane through the narrowest point.

Benefits (Pros)

- Slows traffic by both narrowing the lane and changing its alignment.
- One-lane angled slow points can be very effective in reducing speeds compared with simple narrowings.
- Can reduce crashes and discourage rat-running.
- Can include trees/planting to “green” the street and break long, straight sight lines.

Things to consider (Cons)

- Loss of on-street parking around the device.
- Possible conflict between cyclists and vehicles at the “squeeze point”.
- May restrict buses and large vehicles.
- Drivers arriving from opposite directions may be unsure who has priority if signage/markings are unclear.
- Landscaping must be kept trimmed so it doesn’t block sight lines.

When it works best

- Local streets with straight “speedway” sections.
- Streets where visual narrowing and deflection will help signal a slower, residential area.



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