

SPEED HUMPS



WATTS PROFILE SPEED HUMP

BRIDGMAN RD, FINDON.
IMAGE FROM GOOGLE STREET VIEW 2024



FLAT-TOP ROAD HUMP

FIFE ST, WOODVILLE SOUTH
IMAGE FROM GOOGLE STREET VIEW 2020

ADVANTAGES OF ROAD HUMPS

- A SIGNIFICANT REDUCTION IN VEHICLE SPEEDS IN THE VICINITY OF THE DEVICE
- A SIGNIFICANT REDUCTION IN ROAD CRASHES
- THEIR RELATIVELY LOW COST TO INSTALL AND MAINTAIN
- THEY DISCOURAGE THROUGH TRAFFIC
- WHEN USED IN A SERIES THEY REGULATE SPEEDS OVER THE ENTIRE LENGTH OF THE STREET
- THEY CAN BE DESIGNED TO LIMIT DISCOMFORT TO CYCLISTS.

DISADVANTAGES OF ROAD HUMPS:

- TRAFFIC NOISE LEVEL MAY INCREASE JUST BEFORE AND AFTER THE DEVICE DUE TO BRAKING, ACCELERATION AND THE VERTICAL DISPLACEMENT OF VEHICLES (BENDTSEN & LARSON 2001)
- THEY MAY DIVERT TRAFFIC TO NEARBY STREETS WITHOUT LATM MEASURES
- THEY ARE UNCOMFORTABLE FOR VEHICLE PASSENGERS AND CYCLISTS
- THEY MAY ADVERSELY AFFECT ACCESS FOR BUSES, COMMERCIAL VEHICLES AND EMERGENCY VEHICLES

SLOW POINTS



FLAT-TOP SINGLE-LANE SLOW POINT

MILNER ST, PROSPECT
IMAGE FROM GOOGLE STREET VIEW 2021



ANGLED SINGLE-LANE SLOW POINT

DUMFRIES AVE, SEATON
IMAGE FROM GOOGLE STREET VIEW 2020

ADVANTAGES OF SLOW POINTS:

- A REDUCTION IN VEHICLE SPEEDS IN THE VICINITY OF THE DEVICE AND WHEN USED IN A SERIES, SPEEDS ARE REDUCED OVER THE LENGTH OF THE STREET
- A SIGNIFICANT REDUCTION IN ROAD CRASHES
- THEY MAY PROVIDE PEDESTRIANS WITH A SHORTER DISTANCE TO CROSS THE STREET
- THEY DISCOURAGE THROUGH TRAFFIC
- THEY IMPOSE MINIMAL INCONVENIENCE ON LOCAL RESIDENTS
- THEY CAN PROVIDE A LANDSCAPING OPPORTUNITY.

DISADVANTAGES OF SLOW POINTS:

- THEY MAY RESTRICT EMERGENCY VEHICLES AND BUSES
- POSSIBLE INCREASE IN TRAFFIC NOISE
- THEY WILL REQUIRE THE REMOVAL OF ON-STREET PARKING
- WITH ONE-LANE DEVICES, CONFRONTATIONS BETWEEN OPPOSING DRIVERS MAY OCCUR WHEN ARRIVING SIMULTANEOUSLY AND IT MAY BE UNCLEAR WHO SHOULD GIVE WAY
- THEY CAN BE HAZARDOUS FOR CYCLISTS IF THEY ARE NOT CATERED FOR IN THE DESIGN
- LANDSCAPING NEEDS TO BE MAINTAINED SO AS NOT TO REDUCE VISIBILITY.

PEDESTRIAN FACILITIES



WOMBAT CROSSING

JETTY RD, HENLEY BEACH
IMAGE FROM GOOGLE STREET VIEW 2024

ADVANTAGES OF WOMBAT CROSSINGS:

- A SIGNIFICANT REDUCTION IN VEHICLE SPEEDS AND CRASHES
- A RELATIVELY LOW COST TO INSTALL AND MAINTAIN
- A POSSIBLE REDUCTION IN TRAFFIC VOLUMES DUE TO LOWER SPEEDS AND LONGER TRAVEL TIMES
- THEY MAY DISCOURAGE THROUGH TRAFFIC
- THEY REDUCE VEHICLE-PEDESTRIAN CONFLICTS
- THEY PROVIDE A DESIGNATED CROSSING PLACE FOR PEDESTRIANS.

DISADVANTAGES OF WOMBAT CROSSINGS:

- THE TRAFFIC NOISE LEVEL MAY INCREASE JUST BEFORE AND AFTER THE DEVICE DUE TO BRAKING, ACCELERATION AND THE VERTICAL DISPLACEMENT OF VEHICLES AND THEIR GOODS
- THEY MAY DIVERT TRAFFIC TO NEARBY STREETS WITHOUT LATM MEASURES
- THEY ARE UNCOMFORTABLE FOR VEHICLE PASSENGERS AND CYCLISTS
- THEY MAY ADVERSELY AFFECT ACCESS FOR BUSES, COMMERCIAL VEHICLES AND EMERGENCY VEHICLES
- THEY REQUIRE MORE ATTENTION TO ROAD DRAINAGE.

RAISED PAVEMENTS



RAISED PAVEMENT AT T-INTERSECTION

BRIDGMAN RD, FINDON
IMAGE FROM GOOGLE STREET VIEW 2024



RAISED PAVEMENT AT CROSS INTERSECTION

GEORGE ST & MAIN RD, BEVERLEY
IMAGE FROM GOOGLE STREET VIEW 2020



RAISED INTERSECTION WITH PEDESTRIAN FACILITY

MILITARY RD & MAIN ST, HENLEY BEACH
IMAGE FROM GOOGLE STREET VIEW 2024

ADVANTAGES OF RAISED PAVEMENTS:

- A SIGNIFICANT REDUCTION IN VEHICLE SPEEDS IN THE VICINITY OF THE DEVICE
- THEY MAY DISCOURAGE THROUGH TRAFFIC
- THEY CAN BE USED AS A FORM OF THRESHOLD TREATMENT
- THEY CAN HIGHLIGHT THE PRESENCE OF AN INTERSECTION
- WHEN USED IN A SERIES THEY WILL REGULATE SPEEDS OVER THE ENTIRE LENGTH OF THE STREET.

DISADVANTAGES OF RAISED PAVEMENTS:

- THE TRAFFIC NOISE LEVEL MAY INCREASE JUST BEFORE AND AFTER THE DEVICE DUE TO BRAKING, ACCELERATION AND THE VERTICAL DISPLACEMENT OF VEHICLES AND THEIR GOODS
- THEY MAY DIVERT TRAFFIC TO NEARBY STREETS WITHOUT LATM MEASURES
- THEY ARE UNCOMFORTABLE FOR VEHICLE PASSENGERS
- THEY MAY ADVERSELY AFFECT ACCESS FOR BUSES, COMMERCIAL VEHICLES AND EMERGENCY VEHICLES
- THEY REQUIRE CARE THAT RAMP MARKINGS ARE NOT CONFUSED WITH INTERSECTION CONTROL MARKINGS WHEN LOCATED AT AN INTERSECTION.