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**REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1)
AND ON ROAD SIGNS AND SIGNALS (R.E.2)**

Speed control humps

Transmitted by the delegates of Denmark, Israel and the Russian Federation

I. BACKGROUND

1. At the thirty-second meeting of WP.1 a recommendation concerning speed control humps was accepted for inclusion in R.E.2. At the same meeting it was decided to make recommendations concerning the signing of humps.
2. The rules regarding the signing of speed control humps in some countries are presented in document TRANS/SC.1/WP.1/R.114. The Working Party, however, decided to delete these signs and markings from that document, primarily because some of the signs and markings were not in accordance with the Convention on Road Signs and Signals.
3. This document responds to the request of WP.1 and details the recommended format for the signing of speed hump sites.

II. DISCUSSION

A. Basic principles

4. The selection of signs and markings for a new road element must use as a starting point the existing signs and markings in the Convention on Road Signs and Signals. If existing signs and markings can be used to give the exact information, no new sign or symbol should be introduced. Road users already need to understand many signs and markings.

5. On the other hand if a new symbol is introduced, it must be designed in a way that reduces possibilities for misunderstanding as much as possible. However, since speed humps are a disturbing element on the road their signing must convey a clear and unique warning to drivers.

B. Prewarning

6. Warning of an uneven road is given by the warning sign with symbol A, 7a. Warning of a hump back bridge or ridge may be given by symbol A, 7b. Many countries use one of these symbols as a prewarning of humps. To specify the length of the road section where humps are placed the additional panel H, 2 could be used. In some countries as an alternative the number of humps is given on the additional panel. It is also important for drivers to know the design speed of the humps, especially if the design speed differs from the speed limit in the area.

Proposal:

7. *Prewarning of humps should be given by warning signs with either symbol A, 7a or A, 7b. Additional panel H, 2 should be used to indicate the length of the road section with humps or an additional panel could show the number of humps on the road. The recommended maximum speed could also be shown on a additional panel.*

C. Road markings at the hump

8. It is important to mark the exact location of the hump. Some countries use two or three lines of white chequered squares to do so. Others use triangles. There is a possibility of misunderstanding these triangles. They are similar to markings for give way - especially the prewarning for give way as described in the Convention on Road Signs and Signals, Annex 2, Chapter III C, paragraphs 33 and 35. Two or three lines of chequered squares do not give the same possibility for misunderstanding.

Proposal:

9. *Indication of the exact position of a hump should be given by at least two lines of white chequered squares marked across the whole carriageway, where a hump starts. The squares should measure between 30 x 30 and 50 x 50 cm.*

D. Vertical marking at the hump

10. In some countries humps might be covered by snow. It should be possible to identify the position of the hump even under such conditions. This means that some sort of vertical marking is needed.

11. Some countries use for the marking of the exact location of a speed hump, a square blue sign containing (in black-on-white background) a triangle similar to A, 7b. The sign is similar to the E, 12a sign, denoting the exact location of a pedestrian crosswalk (see figure 6.1 in document TRANS/SC.1/WP.1/R.114).

Proposal:

12. Where a hump could be covered by snow, bollards or similar devices should indicate the position of the hump. The vertical marking should be placed either at each corner of the hump or as a pair at the top of the hump. All vertical markings should be equipped with retro reflective material. The exact location of a speed hump may also be marked by a sign showing the A, 7b symbol. The sign should be clearly visible on any approach of a vehicle to the hump.

III. CONCLUSION

13. A typical installation of humps (several humps which are close to each other) should have:

- (a) a warning sign;
- (b) an additional panel indicating the length of the road section with humps or the number of humps on the road section;
- (c) a sign could be used to indicate the recommended speed along the section with humps (optional);

All these on one pole, placed in accordance with the rules for danger warning signs.

- (d) humps should be marked with at least two lines of chequered squares;
 - (e) humps should be marked with bollards or signs for vertical marking at the hump (optional).
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