

3.2 Use and Location of Road Humps

- 3.2.1 Road humps must only be used on two-way 2-lane roads not greater than 10m in width, or one-way 1-lane roads. On other roads, road humps should not be used because of the possible danger of vehicles overtaking one another on or near the hump.
- 3.2.2 Road humps extending over only part of the carriageway are not permitted. They must extend for the full width of the carriageway, that is from kerb to kerb. Because of this requirement, attention must be given to the drainage in the vicinity of the road hump to ensure that it does not cause water to pond around the hump.
- 3.2.3 Road humps must be constructed at right angles to the direction of flow.
- 3.2.4 A road hump installation may consist of a single hump or, a series of humps, up to 20 in number, at the spacing given in paragraph 3.2.5. But a single or series of humps within 500m of another single or series of humps should be avoided.
- 3.2.5 Where a series of humps is to be used the series should generally conform to the following :-
- (i) Spacing between consecutive humps should be not less than 50m nor more than 150m.
 - (ii) On roads which have gradients of more than 10% the maximum spacing should be reduced to 70m.
 - (iii) No series of humps should extend for a distance longer than 1 km.
- 3.2.6 The actual siting of the road humps will depend on the circumstances of the location where they are required to be used, but generally it is recommended that road humps should not be located :-

- (i) Within 8m of a junction.
- (ii) Within 18m of the tangent point of a bend with an inner kerb radius of less than 50m, and which requires a vehicle to change direction by more than 45 degrees.
- (iii) On the crossing of a zebra crossing, or within 30m of the crossing or within the limits of the zebra controlled area whichever is the greater.
- (iv) Within 70m on both sides of a signal controlled crossing.
- (v) Within 25m of the nearest part of a structure over a road of which any part is 5.5m or less above the surface of the carriageway.
- (vi) Within 20m of any fire hydrant positioned along the footway of a road.
- (vii) Opposite any run-in, or in any position where they might interfere with access to a run-in.
- (viii) Over any manhole cover, or where they might interfere with access to public utility apparatus.
- (ix) On or within 25m of any road carrying structure, such as a bridge, subway or culvert.
- (x) In or within 25m of any tunnel.
- (xi) Within 20m of any on-street designated parking place.
- (xii) Within 20m of any bus stop, public light bus stand or taxi stand.
- (xiii) Within 20m of the summit of a gradient of more than 10%.

3.2.7 If a private road forms part of a public transport route it is recommended that unless the appropriate public transport company is in agreement with their provision, road humps should not be installed. Where agreement with the public transport company is reached, any road hump installed along that route, should not have a height greater than 75mm.

3.2.8 It is advisable in order to ensure that vehicle speeds are not excessive when approaching a road hump that the private road where humps are proposed to be installed incorporates at least one of the following features :-

- (i) The road is a cul-de-sac.
- (ii) Access is restricted to certain types of vehicles.
- (iii) The road does not provide a through route between major roads.
- (iv) Side road junctions along the humped road are approximately at right angles to the humped road.

3.2.9 Further methods to ensure the approach speed of vehicles to a road hump are not excessive, are to locate the road hump :-

- (i) Within 30m from the entry junction.
- (ii) Within 30m beyond a horizontal bend, though this may need to be increased depending on whether the road hump warning sign can be located satisfactorily with sufficient visibility distance.
- (iii) Within 30m from the closed end or turning area of a cul-de-sac, so that vehicles coming from that direction are not encouraged to increase their speed substantially.

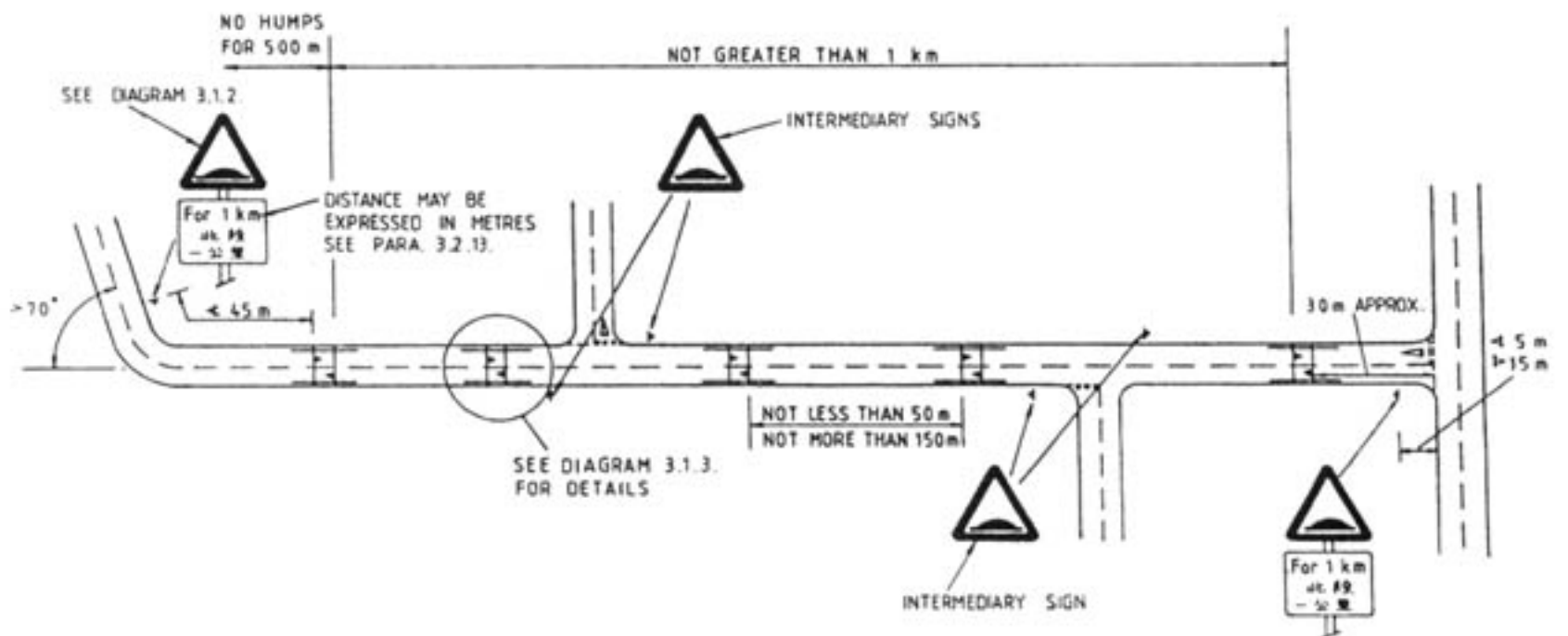
- 3.2.10 Noise will be generated when vehicles pass over the humps, and empty or lightly laden goods vehicles may cause a considerable nuisance in this respect particularly at night, and therefore the effects of this should be taken into account when siting road humps near residential properties or similar.
- 3.2.11 The "Road Hump" warning sign in Diagram 3.1.2, subject to paragraph 3.2.12, should generally be placed approximately 45m in advance of a road hump or where a series of road humps are used 45m in advance of the first or leading hump. The sign should generally have a minimum clear visibility distance of 60m. In the case of a series of road humps, the warning sign should be accompanied by a supplementary plate of the type shown in Diagram 3.2.1 showing the distance over which the series extends.
- 3.2.12 Where a road hump or series of road humps commences within 50m of a junction the warning sign should be erected not closer than 5m and not greater than 15m from that junction.
- 3.2.13 Although Diagram 3.1.2 indicates various sign sizes may be used, normally the 600mm height will be appropriate and only where greater emphasis is required to be given is a larger sized sign necessary.
- 3.2.14 Where a series of road humps is used, intermediary warning signs are only necessary where side roads occur within the series. In these situations the warning sign should be erected in accordance with the distance given in paragraph 3.2.11 in advance of the first road hump that a driver would meet on leaving the side road. If it is not possible to adhere to these distances then those in paragraph 3.2.12 should be followed. Intermediary warning signs are not required to be accompanied by the distance supplementary plate. The 450mm height sign may be used for intermediary signs.



FOR USE WITH THE WARNING SIGN IN (ii) IN DIAGRAM 3.1.2. WHEN A SERIES OF ROAD HUMPS IS USED, TO INDICATE THE EXTENT OF THE SERIES, DISTANCES MAY BE EXPRESSED IN METRES, AND IF USED SHOULD BE ROUNDED UP OR DOWN AS APPROPRIATE TO THE NEAREST 50m.

DISTANCE SUPPLEMENTARY PLATE

DIAGRAM 3.2.1



ROAD HUMP INSTALLATION

DIAGRAM 3.2.2

- 3.2.15 Diagram 3.2.2 illustrates typical traffic signing and road markings employed for a series of road humps.
- 3.2.16 It should be mentioned that whilst owners of private roads have the authority to place road humps without consulting the Transport Department, in the event that a road hump is considered dangerous or does not conform to the standard road hump permitted, the Commissioner for Transport has the powers under the Road Traffic Ordinance to direct that the Owner remove the road hump at the latter's cost. If the owner fails to do so, the Commissioner for Transport may instruct any agency to carry out the works and the cost will be borne by the owner.
- 3.2.17 Copies of Working Drawings for the manufacture of the sign face of the traffic signs mentioned in this section may be obtained from the Regional Offices of the Transport Department. Alternatively, it is recommended that the actual signs themselves be purchased from the Correctional Services Department, through its Correctional Services Industries Headquarters, 23rd Floor, Wanchai Tower, 12 Harbour Road, Wanchai, Hong Kong. The Correctional Services Department can also, if required, provide the posts for the signs.