

Will Road Humps

- Improve Road Safety?
- Increase or Decrease Pollution?
- Encourage large cars and 4x4 SUVs?
- Damage your Property?
- Disturb Sleep?
- Reduce Traffic levels?

Lewisham Council plan to lay road humps near you. Find out what the pros and cons are. What research has been done? What does it show? Who will benefit?

Some of the issues will surprise you!

Join the community discussion, find out what you can do about it and see a list of hump locations at:
<http://www.roadhumpcampaign.org/>

Argument FOR

Road humps reduce traffic in locations where road humps have been laid

Road humps in a 20mph zone reduce accidents by 42% and reduce serious injuries or death by 53%

Road humps calm traffic

Argument AGAINST

Road humps encourage motorists to buy larger SUV cars as they can travel comfortably over humps at any speed. These vehicles are inappropriate for cities, pose a danger to other road users and increase pollution

Road humps create ground-borne vibrations which may damage buildings, particularly older buildings with weak, powdery mortar.

Road humps increase the levels of pollution. Vehicles accelerate then break when coming up to a hump. As vehicles accelerate, the fuel mixture in the engine is enriched. The enriched mixture increases the level of allergy-inducing hydrocarbons and carbon particulates in the exhaust.

Studies into the effects of humps on building structures have not considered long term effects of vibrations on building structures over, say, a 25 year period.

Given that humps encourage larger vehicles and increase the traffic burden on the busiest and most dangerous roads, road humps have no positive net effect on road safety.

more at roadhumpcampaign.org

Volunteers are needed to help mark out the road humps so residents know where they are planned
We also need a campaign for non-internet users. Volunteers welcome!

Argument AGAINST

Although road humps have been shown to reduce traffic in humped areas by on average 27%, each vehicle will generate more pollution as it brakes and accelerates, and create more noise as it goes over the hump. Each vehicle has a much bigger environmental impact. Furthermore, road humps increase the level of traffic by on average 12% on boundary roads. If most traffic on the humped roads is local within a housing estate, the reduction on traffic volume will be negligible.

Assuming these figures are correct, 27% of this reduction can be attributed to the reduction of traffic volumes in humped areas. If the traffic is mostly taking the only route it can, for example, for travel to or from a person's house, the reduction will be much lower. As humps tend to re-route traffic onto other roads, death and injury will increase on those roads. Moreover, if a journey is made longer by a direct route effectively being closed by humps, more road miles will be travelled, increasing the overall level of accidents and road deaths. Simply introducing a 20mph zone in residential areas could be just as effective.

Traffic is an abstract concept. Traffic does not have emotions so cannot be calm or not calm. This is an example of anthropomorphism. Drivers can be calm or not calm. Drivers are not calmed by road humps. Drivers aggravated by road humps may drive more dangerously.

Argument FOR

No studies have been carried out to show motorist's vehicle selection is influenced by road humps.

Studies carried out by the department of transport show such effects are rare.

A DETR leaflet 9/99 indicates that putting humps 60m apart, instead of 100m apart, helps counter this, by discouraging accelerate/brake driving

There have been no studies to conclude and attribute building damage over such long time frames.

No study has been carried out so no evidence exists that humps encourage larger vehicles. No determination of the relative safety of the increased traffic levels on border roads has been carried out, and such determination is in any case difficult.