Operational Instruction

Temporary Speed Humps at Work Sites
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1. Scope

The purpose of this document is to outline guidelines for the use of portable speed humps at worksites on all state or local government controlled urban and rural roads, where a 25 km/h workzone speed limit has already been established.

2. Background

Excessive speed of passing motorists at roadworks has been identified as a major safety issue for workers on site. Speed control of vehicles at roadwork sites has traditionally been primarily managed by the use of speed restriction signing and traffic controllers.

It is recognised that a proportion of road users do not strictly observe roadwork speed limit signs, and in some cases don't respond to the directions given by traffic controllers to slow down through roadwork sites.

Greater speed compliance can be achieved through an established 25 km/h worksite by the application of strategically placed temporary speed humps laid out in conjunction with accompanying warning signs.

Temporary speed hump devices that meet the specification requirement (see Section 7) should be considered for use at roadwork sites to assist in reducing speeds and therefore creating a safer work environment for road workers through these 25 km/h worksites.

3. Application of a Speed Hump Device

Prior to the use of any temporary speed hump device on a 25 km/h worksite, a Traffic Management Plan (TMP) shall be developed for the particular worksite. Due consideration needs to be given to the most appropriate course of action to protect workers during the development of the TMP (refer to SA Standards for Workzone Traffic Management).

If higher order devices (such as safety barriers) are considered to be inappropriate or unmanageable, temporary speed humps can be considered subject to a risk assessment being undertaken. Temporary speed humps shall only be utilised as follows:

- On a worksite that is already under 25 km/h speed control, which has been installed as part of a TMP developed in accordance with SA Standards for Workzone Traffic Management.
- In conjunction with appropriate training for installers.
- In daylight hours or under floodlighting at each temporary speed hump location point.
- Within the confines of the area defined by the workzone.
- In conjunction with appropriate warning signs (as outlined in this guideline).
- Temporary speed humps shall be removed when workers are present at the worksite but no roadworks are being carried out. They must also be removed whilst the work site is unattended to maintain the credibility of the device.

When temporary speed humps are considered at roadworks, it is essential that they only be incorporated within a TMP which genuinely warrants the use of 25 km/h speed limits.
The TMP may either be specifically developed or selected from one of the various diagrams outlined in the Field Guide: Traffic Control Devices for Workzone Traffic Management. There are a number of points that should be considered when installing temporary speed humps as part of a TMP. They include:

- Determining the most appropriate installation procedure to be used at the site.
- Establishing the number of temporary speed humps to be used at the site.
- Establishing if there is actually a requirement to install temporary speed humps in traffic lanes not immediately adjacent to the work area.
- Determining the number, type and position of speed hump warning signs required for the site.
- The layout of delineation and other traffic control devices which are used in conjunction with the temporary speed humps.
- Whether the road surface is sealed or unsealed, and its condition (which influences the effectiveness of affixing the humps to the surface and their ability to stay in position).

Speed humps, used to manage vehicle speeds, are considered to be traffic control devices.

4. Setting up of Temporary Speed Humps

4.1 Speed Control Signing

Appropriate 25 km/h speed restriction signing installed in accordance with SA Standards for Workzone Traffic Management shall be utilised.

4.2 Number of Temporary Speed Humps at a Work Site

A minimum of one temporary speed hump shall be utilised at a worksite, at the beginning of the roadwork area. However, it is recommended that at least two temporary speed humps, one located at each end of the roadwork area, are installed.

If the length of the workzone is greater than 200 metres, or there is an interrupted line of sight between each end of the workzone, then an intermediate temporary speed hump and its associated signing should be installed. A trial undertaken by DPTI showed that the use of an intermediate hump successfully resulted in vehicle speeds being restrained for the full length of the worksite.

In two directional arrangements, it may only be necessary to install temporary speed humps in the lane closest to the work site.

4.3 Speed Hump Warning Signs

A temporary multi-message warning sign, utilising Road Hump Ahead (T1-SA129M), shall be located in advance of the work areas containing temporary speed humps. The Road Hump warning sign (T1-SA130M) shall be located at each of the temporary speed hump locations, including any intermediate temporary speed humps. These warning signs shall only be visible in the direction in which the hump is traversed (in the case of humps only being installed in the lane closest to the worksite).
Advance warning signs
Temporary advance warning signs shall be installed in the transition area of the road work site where temporary speed humps have been installed.

Road Hump Ahead (T1-SA129M) shall be included in a multi-message sign, as depicted below.

Location warning signs
The location warning sign Road Hump (T1-SA 130M) shall be placed at each speed hump.

5. Speed Hump Installation Requirements

All temporary speed humps shall be installed, maintained and removed in accordance with a TMP developed in accordance with SA Standards for Workzone Traffic Management. The manufacturer’s installation instructions are to be strictly complied with. Traffic shall be controlled by traffic controllers during installation, maintenance or removal of humps.

Any speed hump shall be positioned to allow a minimum cyclist operating space of 1.0 metre.

6. Delineation

Where two-way traffic passes through the work site, there will be a need to ensure traffic does not attempt to bypass the temporary speed humps. Delineation may be required between each of the lanes to guide vehicles over the temporary speed humps. Traffic cones and bollards should be considered for this purpose, with procedures in place to keep them intact.
7. Product Specifications

The following requirements apply to the use of temporary speed humps on road in SA.

- Shall be suitable for slowing vehicle speeds without posing a risk to a drivers ability to control their vehicles
- Shall not be used in a manner which may promote unacceptable driver behaviour
- Does not move from its original position when hit or run over by a vehicle
- Should be reflective yellow in colour
- Shall meet the dimensions below

![Figure 1](image)

A device which is to be used as a temporary speed hump shall not be used if it were, in itself, to present an unacceptable increased risk of causing an incident.

7.1 List of Temporary Speed Hump products


8. References

SA Standards for Workzone Traffic Management

Field Guide: Traffic Control Devices for Workzone Traffic Management
Appendix A: Typical Single Direction Temporary Speed Hump Arrangement

NOTE: Any speed hump shall be positioned to allow a minimum cyclist operating space of 1.0 metre.
Appendix B: Typical Two Direction Temporary Speed Hump Arrangement

NOTE: Any speed hump shall be positioned to allow a minimum cyclist operating space of 1.0 metre.
Appendix C: Typical Two Direction Single Temporary Speed Hump Arrangement for Local Roads

NOTE: Any speed hump shall be positioned to allow a minimum cyclist operating space of 1.0 metre.