STUDY THE EFFECTIVENESS OF TRAFFIC CALMING MEASURES (HUMPS)

Wasantha Kumara Janaka V. Kosgolla and J. M. S. J. Bandara
E-mails: wasanthak@civil.mrt.ac.lk , kosgolla@civil.mrt.ac.lk, bandara@civil.mrt.ac.lk

Abstract

In Sri Lanka humps or raised pedestrian crossings are constructed at places where accidents are reported in order to reduce speeds of vehicles. However, there are no appropriate standards used for constructing those traffic-calming measures. Hence, road users have been experiencing several difficulties at those places. Effect of humps on vehicle speed varies with the type of vehicle. Sometimes a line of vehicles can be observed near a hump depending on the traffic flow and the vehicle mix. Some vehicles can pass over certain humps without reducing the speed. Therefore, Researches need to identify the factors to be considered in designing of these traffic-calming measures. This study will attempt to examine the effectiveness of the available humps and raised pedestrian crossings, and propose suitable design depend on the functional classes of the road taking into account the other factors such as vehicle type, road signs and markings.

It was discovered that round top humps are recommended to install only for minor/residential roads where bus, emergency and heavy traffic flow is not available. Flat top humps can be recommended to set up on major roads. All the humps should be marked and warning signs should be installed.