1992 No. 132

ROADS

The Road Humps Regulations (Northern Ireland) 1992

Made	*16th March 1992*
Coming into operation . . .	*29th April 1992*

The Department of the Environment, in exercise of the powers conferred on it by Articles 2(2) and 39A(4) of the Roads (Northern Ireland) Order 1980(**a**) and of all other powers enabling it in that behalf, and it appearing to it that they are necessary or expedient in the interests of safety and the free movement of traffic, makes the following regulations:

Citation, commencement and interpretation

1.—(1) These regulations may be cited as the Road Humps Regulations (Northern Ireland) 1992 and shall come into operation on 29th April 1992.

(2) For the purposes of these regulations road humps shall be deemed to form part of a series where they are 2 or more in number and spaced not less than 20 metres and not more than 150 metres apart.

(3) For the purposes of these regulations measurements from any point to a road hump or from a road hump to any point shall be taken to or from that edge of the hump, as shown in the Schedule, which is nearest to the point and for the purposes of regulations 2 and 3 and of this paragraph—

(*a*) measurements to or from a horizontal bend shall be taken to or from that part of the bend which is nearest to the hump;

(*b*) a horizontal bend begins where a vehicle would start a change of direction of not less than 70 degrees within a distance of not more than 32 metres and ends where a vehicle would finish that change of direction; and

(*c*) measurements to or from a road junction shall be taken to or from the point nearest the hump on an imaginary line drawn across the mouth of the junction.

(4) "The Traffic Signs Regulations" means the Traffic Signs Regulations (Northern Ireland) 1979(**b**).

(**a**) S.I. 1980/1085 (N.I. 11) as amended by Sch. 2 to S.I. 1984/1986 (N.I. 15). Art. 2(2) is cited because it contains a definition of "Department".

(**b**) S.R. 1979 No. 386 as amended by S.R. 1982 No. 389, S.R. 1984 No. 58, S.R. 1985 No. 24, S.R. 1986 No. 173, S.R. 1990 No. 122 and S.R. 1992 No. 133

Circumstances in which road humps may be constructed

2.—(1) No road hump shall be constructed in any trunk road or special road.

(2) Save as provided in regulation 5, no road hump shall be constructed in a road unless—

(*a*) it is located within a system of street lighting furnished by at least 3 lamps lit by electricity and placed so that not more than 38 metres separate any of the lamps from the one next to it or there is external lighting specially provided for the hump or there is a street lamp within 5 metres of the hump; and

(*b*) in respect of the hump, or where there is a series of humps, the first hump in the series, at least one of the requirements specified in paragraph (3) is satisfied.

(3) The requirements referred to in paragraph (2)(*b*) are as follows—

(*a*) all vehicular traffic approaching the hump will within 40 metres of the hump either have entered the road in which the hump is placed through a junction with another road or have passed through a horizontal bend in which it has changed direction by not less than 70 degrees within a distance of not more than 32 metres;

(*b*) within 40 metres of the hump there is in the same road as the hump the closed end of a cul-de-sac;

(*c*) within 40 metres of the hump there is in the same road as the hump a traffic sign, addressed to traffic approaching the hump, of the type shown in diagram 616 or 617 other than any such sign when used with one of the plates specified in diagram 618, 618.1 (except when varied to read "No vehicles"), 619.3 or 619.4 in Part II of Schedule 1 to the Traffic Signs Regulations; or

(*d*) within 60 metres of the hump there is in the same road as the hump a traffic sign, addressed to vehicular traffic approaching the hump, of the type specified in diagram 1002.1, 1003, 1003.1 or 1003.3 in Part III of Schedule 1 to those regulations.

Specifications, location and spacing of road humps

3.—(1) No road hump shall be located in a road unless—

(*a*) it complies with the specifications shown in one of the diagrams in the Schedule, so, however, that a measurement shall be deemed to comply with those specifications if it is—

(i) in the case of a vertical measurement no more nor less than 12 millimetres;

(ii) in the case of a horizontal measurement no more than 5 per cent. greater or less

than the corresponding measurement shown in the specifications;

(*b*) subject to regulation 5, it is at right angles to an imaginary line along the centre of the carriageway in which it is constructed; and

(*c*) where it is located in a carriageway with a gradient of more than 10 per cent, it is not within 20 metres of the top of that part of the carriageway which has that gradient and no more than 70 metres separates any road hump on the gradient from the next one.

(2) A road hump of a type which complies with the specifications shown in diagram 3 or 4a in the Schedule may be located within the limits of a zebra crossing so that an imaginary line along the centre of the hump from one side of the road to the other is in the same position as an imaginary line from one side of the road to the other along the centre of the pattern of black and white stripes required by paragraph 4 of Part I of Schedule 2 to the Zebra Crossings Regulations.

(3) Save as mentioned in paragraph (2) no road hump shall be located within the limits of a zebra controlled area or within 30 metres from the imaginary line along the centre of the pattern of stripes mentioned in that paragraph.

(4) A road hump which complies with the specifications shown in diagram 3 or 4a in the Schedule may be located within the limits of a Pelican crossing so that an imaginary line along the centre of the hump from one side of the road to the other is in the same position as an imaginary line along the centre of the limits of the crossing from one side of the road to the other as shown in a diagram in Schedule 2 to the Pelican Crossings Regulations.

(5) Save as mentioned in paragraph (4) no road hump shall be located within the limits of a Pelican controlled area or within 30 metres from the imaginary line along the centre of the limits of the crossing mentioned in that paragraph.

(6) No road hump shall be located in a road—

(*a*) on a railway level crossing or within 20 metres of the nearest rail forming part of the railway track at that crossing, or within 2 metres of any rail running in the road otherwise than at the crossing;

(*b*) subject to regulation 5, under or within 25 metres of any part of a structure over the carriageway any part of which is 6.5 metres or less above the surface of the carriageway; or

(*c*) subject to regulation 5, above or within 25 metres of any part of a bridge, tunnel, culvert or other similar structure over which the carriageway passes.

(7) In this regulation—

"Pelican crossing" has the same meaning as "crossing" in regulation 2(1) of the Pelican Crossings Regulations;

"Pelican controlled area" has the same meaning as "controlled area" in regulation 2(1) of the Pelican Crossings Regulations;

"Pelican Crossings Regulations" means the (Pelican) Pedestrian Crossings Regulations (Northern Ireland) 1989(**a**);

"Zebra crossing" has the same meaning as "zebra crossing" in regulation 2 of the Zebra Crossings Regulations;

(a) S.R. 1989 No. 145

"Zebra controlled area" has the same meaning as in regulation 2 of the Zebra Crossings Regulations;

"Zebra Crossings Regulations" means the "Zebra" Pedestrian Crossings Regulations (Northern Ireland) 1974(**a**).

Placing of traffic signs

4. Subject to regulation 5, where a road hump or series of road humps is constructed in a road the Department shall cause to be placed and thereafter cause to be maintained—

(*a*) traffic signs of a type shown in diagram 557.1, in combination with the appropriate signs of the type shown in diagram 557.2, 557.3 or 557.4 in Part I of Schedule 1 to the Traffic Signs Regulations(**b**), in such positions as the Department may consider requisite to provide adequate warning of the presence of a road hump or a series of road humps to persons using the road;

(*b*) except in a case specified in sub-paragraph (*c*), on the road hump or, in the case of a series of road humps, on each hump in the series, a traffic sign of the type shown in diagrams 1060 and 1060.1 in Part III of Schedule 1 to those regulations or in diagrams 1061 and 1061.1 in that Part(**c**);

(*c*) in a case where a road hump is placed in a road in accordance with regulation 3(2), a traffic sign of the type shown in diagram 544 in Part I of Schedule 1 to the Traffic Signs Regulations facing traffic approaching the pedestrian crossing together with a traffic sign of the type shown in diagram 547.5(**d**) in that Part;

(*d*) in a case where a road hump is placed in a road in accordance with regulation 3(4), a traffic sign of the type shown in diagram 547.6 in Part I of Schedule 1 to the Traffic Signs Regulations(**e**) facing traffic approaching the pedestrian crossing together with a traffic sign of the type shown in diagram 543 in that Part.

5. Where a road hump is placed in a road which is subject to a speed limit of 20 miles per hour or less, the provisions of regulations 2(2), 3(1)(*b*) and (6)(*b*) and (*c*) and 4 shall not apply.

Revocation

6. The Road Humps Regulations (Northern Ireland) 1985(**f**) are hereby revoked.

(**a**) S.R. 1974 No. 15
(**b**) S.R. 1979 No. 386. Relevant amending regulations are S.R. 1985 No. 24, S.R. 1986 No. 173 and S.R. 1990 No. 122
(**c**) *See* S.R. 1985 No. 24 and S.R. 1992 No. 133
(**d**) *See* S.R. 1979 No. 386, S.R. 1990 No. 122 and S.R. 1992 No. 133
(**e**) *See* S.R. 1992 No. 133
(**f**) S.R. 1985 No. 30

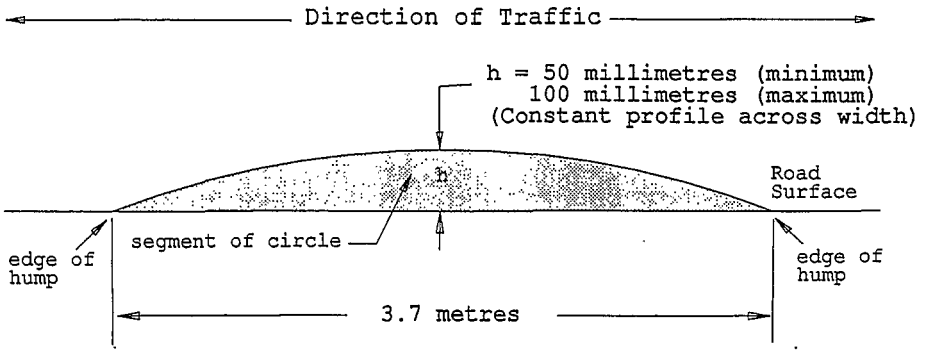
Sealed with the Official Seal of the Department of the Environment on 16th March 1992.

(L.S.) *E. J. Galway*
Assistant Secretary

SCHEDULE See regulations 1(3), 3(1)(*a*), 3(2) and 3(4)

Road Hump Specifications

Diagram 1. Round Top Hump
Longitudinal section



Note:
This hump normally extends across the road from kerb to kerb.
A permitted variant is given in diagram 2a below.

Diagram 2a. Round Top Hump — tapered sides
Transverse Section

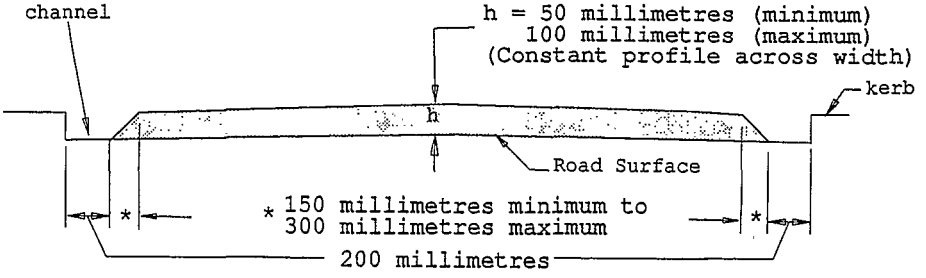


Diagram 2b. Round Top Hump — tapered sides
Plan View

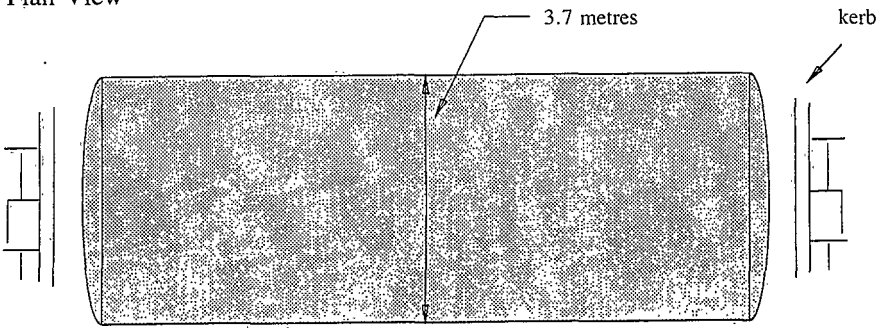
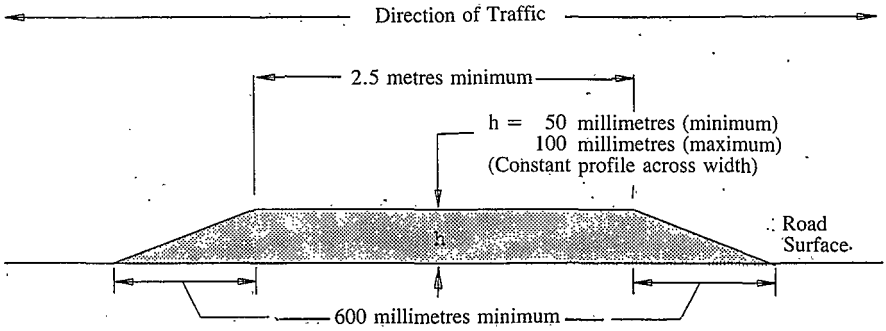


Diagram 3. Flat Top Hump
Longitudinal section



Note:
This hump normally extends across the road from kerb to kerb.
A permitted variant is given in diagram 4a below.

Diagram 4a. Flat Top Hump — tapered sides
Transverse section

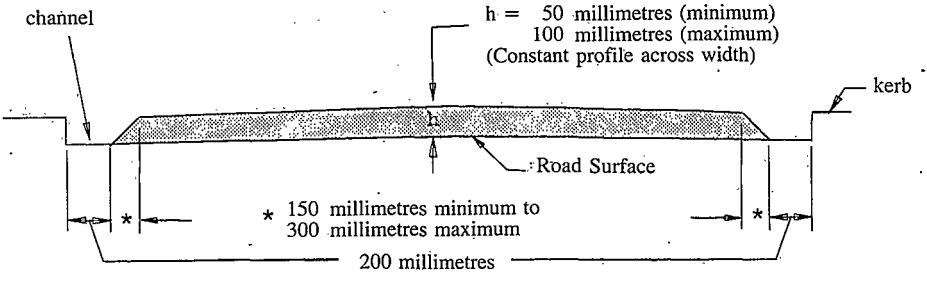
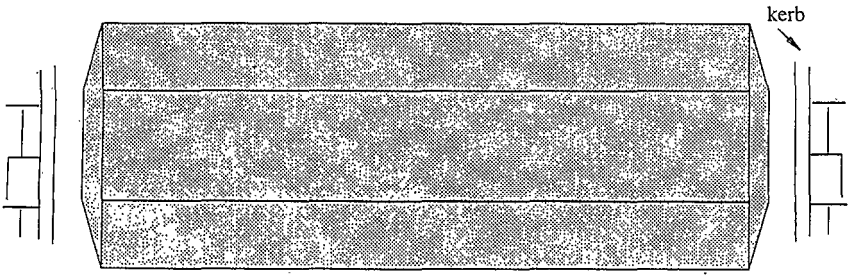


Diagram 4b. Flat Top Hump — tapered sides

Plan View



EXPLANATORY NOTE

(This note is not part of the Regulations.)

These Regulations revoke and replace the Road Humps Regulations (Northern Ireland) 1985.

The principal changes are—

(*a*) Tapered edge round top humps, full width flat topped and tapered edge flat top humps are allowed in addition to round top kerb-to-kerb humps (regulation 3(1)(*a*)).

(*b*) The give way road markings at junctions and the special give way road markings at mini-roundabouts are allowed as speed reducing measures on the approach to humps (regulation 2(3)(*d*)).

(*c*) Road humps may be constructed on any road except a trunk road or special road (regulation 2(1)).

(*d*) The restriction on placing humps near bus stops is removed.

(*e*) Humps of any height between 50 millimetres and 100 millimetres are allowed. Formerly only 75 millimetres and 100 millimetres humps were allowed (regulation 3(1)(*a*) and Schedule).

(*f*) There are no restrictions on placing humps at junctions.

(*g*) Humps are allowed at pelican and zebra crossings (regulation 3(2) to (5)).

(*h*) The requirements are relaxed for roads subject to a speed limit of 20 miles per hour or less (regulation 5).