

# Speed Hump Policy 2006

*Adopted – Utilities Committee 6 December 2006*

## 1. TITLE

This Policy shall be known as “The Queenstown Lakes District Council Speed Hump Policy 2006”.

## 2. COMMENCEMENT

This policy shall come into effect upon adoption by Council.

## 3. PURPOSE

To assist with effective and efficient decision-making when it comes to installing Speed Humps onto Council Roads for the purpose of reducing vehicle speeds. This policy is consistent with the general principles of local government established in S14 of the Local Government Act 2002.

## 4. DEFINITIONS

### **Speed Hump**

A raised area constructed into the road surface, the intent of which is to cause motorists to reduce their speeds.

### **Council**

Queenstown Lakes District Council.

### **Property Owners within the Affected Area**

The property owners:

- within a cul-de-sac where it is proposed to install a Speed Hump; or
- along the road on either side of the proposed Speed Hump(s), as far as the nearest intersection with another road.

### **Road**

Designated Road or Street under the jurisdiction of Council.

### **AADT**

Averaged Annual Daily Traffic measured in vehicles per day - a recognised measure of traffic counting.

## 5. POLICY STATEMENT

*(Note that this section is confined to statement of policy. Explanations and background information can be found under point 7.)*

One or more Speed Humps may be installed on a Road where conditions meet the following criteria:

### i) Petition From Residents

- A letter has been received from a resident of the road requesting consideration of the installation of a Speed Hump in a particular location;
- Council Engineering staff have investigated the request and confirmed to the applicant that it meets the criteria adopted by Council; and
- A petition (organised by the applicant) has been submitted bearing the signatures of at least 75% of the property owners within the affected area that clearly stipulates that the residents wish to have the particular Speed Hump(s) installed as proposed.

### ii) Alternatives Investigated

Alternative traffic calming measures have been investigated and are found to be inadequate or inappropriate. These may include:

- Speed cameras, either permanent installations or mobile;
- Chicanes, eliminating through roads, or other safe physical methods; or
- Any other method of encouraging motorists to stay within the speed limit.

### iii) Road Classifications

The Road is classified as a local road with posted speed limit of 50kmh or less. Speed Humps are not permitted on:

- collector routes;
- arterial routes;
- rural roads;
- emergency vehicle access routes;
- roads used frequently by heavy vehicles;
- bus routes; and
- and in any other situation where the usage of speed humps is shown to be inappropriate by an in-depth traffic study.

### iv) Vehicle Numbers

The minimum AADT is 300 vehicles per day and the maximum 1,500 (unless the installation would be a component in a comprehensive local traffic management plan).

### v) Speed Counts

30% of vehicles exceed 50kmh or 20% exceed 60kmh.

**vi) Rooding Geometry**

In the vicinity of the proposed speed hump:

- The gradient of the Road shall be 8% or less.
- Any horizontal curve shall have a radius greater than 60m.
- Any vertical curve shall allow sight distance greater than the minimum safe stopping distance.
- The Road shall have no more than two lanes and a maximum paved width of 12m.
- The road surface shall be free draining, with no additional ponding resulting from the construction of the Speed Hump.
- There shall be no uncontrolled intersections within 30 metres of the proposed Speed Hump, or intersections controlled by traffic lights or stop signs in the direction of traffic flow within 60m.
- There shall be no interference with access to adjacent properties at the time of installation.
- The Road shall be longer than 250m.

**vii) Speed hump specification**

The Speed Hump shall be constructed in accordance with Council's drawing no XXXX, and include the provision of appropriate warning signs and road markings.

**viii) Spacing**

Spacing between Speed Humps shall be more than 200m.

**ix) Future Resurfacing**

When a Speed Hump is approved for any Road that will be resurfaced within two years, installation will be delayed to be carried out concurrently with the resurfacing exercise, or after it is completed.

**x) Priorities and Funding**

An approved Speed Hump project will be added to the list of Rooding Minor Safety Works and prioritised in accordance with Council Policy. Construction will be funded from the appropriate Rooding Minor Safety Budgets in accordance with the project priorities, and timing will depend on when the funds are available.

**6. Speed Hump may be removed from a Road when the following conditions are met:**

- i) The Road classifications as described in section E.3 above changes from local road to one of the others where Speed Humps would not normally be permitted;  
or
- ii) Where AADT's (average number of vehicle per day) change to being outside the

range where Speed Humps would normally be permitted; or

- iii) Where 75% or more of the property owners within the affected area petition for its removal.

In the event of the removal being proposed on the basis of i) or ii) above, the property owners within the affected area will be consulted with, and removal will be subject to Council approval in all three cases.

## **7. Background and Explanation**

Council does from time-to-time receive requests for the installation of Speed Humps on streets or sections of road in response to perceived cases of excessive speed in these areas that might constitute a risk to pedestrians, particularly children, and other road users. In some cases this is associated with excessive noise (Boy Racer syndrome).

### Source of this document

This document is the distillation of a number of policy documents downloaded from the internet, covering communities in the USA, Australia and New Zealand, with the aim of taking the best from each and avoiding mistakes that might have been made by others.

### Intent

The Policy Conditions have been selected to ensure that correctly designed Speed Humps are installed in appropriate locations so as to minimise adverse impacts on legitimate traffic movements. They aim to ensure that the reasons for installation are valid, that locations are appropriate, and there is widespread acceptance in the local community of the need.

### Definition of a Speed Hump

Many documents distinguish between “Speed Humps” and “Speed Bumps”.

A Speed Bump is a “*sharp abrupt rise in pavement used in parking lots and other low speed areas to keep vehicles moving slowly*”. Typically a Speed Bump is 1m long (in the direction of traffic flow) and 125mm to 150mm high. The effects are severe with increased risk of damage to vehicles and injury to cyclists.

A Speed Hump, on the other hand is typically more than 3.5m long and only 75mm to 100mm high. The effects are much less severe, punishing faster moving motorists, but having little effect on slower law-abiding motorists and ensuring much less risk of damage to vehicles or loss of control.

In the Queenstown Lakes District the distinction between these can be blurred, with what has been constructed sometimes being closer to a “Speed Bump” than a “Speed Hump.”

### Adverse Impacts

While they can be effective in slowing traffic, Speed Humps do have drawbacks, including:

- an increase in noise (decelerating, accelerating, bumping across the speed hump and occasional contact with the top of the hump);
- nuisance value to law-abiding motorists;
- creating problems for emergency vehicles, buses and heavy traffic, particularly if too steep or too high;
- Increasing exhaust emissions and fuel consumption;
- encouraging motorists to use alternative routes which may not be appropriate;
- damaging some vehicles - for this reason they should only be used on low speed roads and limited in size;
- reducing carrying capacity of the road;
- in some cases being a traffic hazard (on corners, not clearly visible, interfering with road drainage, loss of control);
- interfering with snow removal; and
- encouraging "gutter running" to avoid the effects of the Speed Hump.

### Alternatives

It is clear from the downloaded documents that most communities try to avoid using Speed Humps and it would appear prudent to similarly explore all alternatives before installing additional Speed Humps in the Queenstown Lakes District.

### Community Consultation and Petitions

Because of the potentially adverse and sometimes conflicting local effects, the policy includes the requirement for a petition from local property owners to ensure that there is general acceptance of the proposed Speed Hump on their street / road, or to have an existing one removed.

### Direct Involvement of the Council

Construction of new Speed Humps in accordance with this policy should be able to be administered largely without direct involvement of the Council. That does not preclude Ratepayers from making representation to Council should they consider their case a special one that warrants special treatment, and Council after due consideration, may choose to depart from or amend the Policy.

Removal of an existing Speed Hump may involve consideration of a number of viewpoints which might be best handled by the Council. For that reason the policy includes the approval by Council for the removal of any Speed Humps.