1985 No. 30

ROADS

The Road Humps Regulations (Northern Ireland) 1985

Made . . . . . *14th February 1985*

Coming into operation . . . *1st April 1985*

The Department of the Environment in exercise of the powers conferred by Article 39A of the Roads (Northern Ireland) Order 1980(**a**) and of all other powers enabling it in that behalf and being of the opinion 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) 1985 and shall come into operation on 1st April 1985.

(2) For the purposes of these regulations road humps shall be deemed to form part of a series where they are spaced not less than 50 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 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 and ends where a vehicle would start and finish the 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.

Circumstances in which road humps may be constructed

2. A road hump may be constructed only—

(*a*) in a third class or unclassified road;

(*b*) if it is located within a system of street lighting furnished by at least three lamps placed not more than 38 metres apart or there is external lighting specially provided for the hump or a street lamp within 5 metres of the hump; and

(*c*) if on each road affording access to the road hump or a series of road humps, there is one or more of the following features—

(i) a horizontal bend or a road junction at which vehicular traffic would change its direction by not less than 70 degrees within an inner edge of carriageway radius of not more than 25 metres;

(ii) a traffic sign facing away from the road hump conveying to vehicular traffic the prohibition specified in diagram 616, 617 or 619 in Part II of Schedule 1 to the Traffic Signs Regulations (Northern Ireland) 1979(**b**);

(**a**) S.I. 1980/1085 (N.I. 11) as amended by S.I. 1984/1986 (N.I. 15)
(**b**) S.R. 1979 No. 386 as amended by S.R. 1982 No. 389, S.R. 1984 No. 58 and S.R. 1985 No. 24

(iii) the end of a carriageway at the closed end of a cul-de-sac;

(iv) a traffic sign conveying to vehicular traffic the prohibition specified in diagram 1002.1 in Part III of Schedule 1 to those regulations,

provided that such feature is, in the case of (i), (ii) or (iii) within 30 metres and, in the case of (iv) within 60 metres of the hump or in the case of a series of humps within the first in the series to be met by traffic.

Nature, dimensions, location and spacing of road humps

3.—(1) A road hump shall be so constructed and maintained that:—

(*a*) it extends across the whole width of the carriageway and its cross-section conforms to the pattern and measurements shown in the Schedule, a measurement being deemed to conform if it is, in the case of a vertical measurement, no more than 10 per cent greater or no more than 20 per cent less, and, in the case of a horizontal measurement, no more than 5 per cent, greater or less, than the corresponding measurement so shown;

(*b*) no part of it is within 15 metres of a road junction, or a horizontal bend with an inner edge of carriageway radius of less than 50 metres at which vehicular traffic would change its direction by more than 45 degrees;

(*c*) it is at right angles to an imaginary line along the centre of the carriageway in which it is constructed;

(*d*) it is not within 500 metres of another road hump in that road unless it forms part of a series with that other road hump; and

(*e*) where it is constructed in a carriageway with a gradient of more than 10 per cent, it is not within 20 metres of the top of the gradient and the distance between road humps on the gradient is not greater than 70 metres.

(2) A road hump shall not be constructed—

(*a*) within the limits of a 'Pelican' crossing as defined in regulation 3(1) of the 'Pelican' Pedestrian Crossings Regulations (Northern Ireland) 1970(**a**) or a Zebra crossing as defined in regulation 2 of the "Zebra" Pedestrian Crossings Regulations (Northern Ireland) 1974(**b**) or within 50 metres of the limits of those crossings;

(*b*) on a railway level crossing or within 20 metres of the nearest rail forming part of the railway track at any such crossing;

(*c*) within 20 metres of any point on an imaginary line running at right angles across the carriageway from a bus stop sign, or within 10 metres of a bus stop road marking;

(*d*) under or within 25 metres of a structure over the carriageway any part of which is 6.5 metres or less above the surface of the carriageway.

Placing of traffic signs

4. Where a road hump or a series of road humps is constructed in a road the Department shall forthwith cause to be placed in accordance with the Traffic Signs Regulations (Northern Ireland) 1979—

(*a*) the traffic sign shown in diagram 557.1, in combination with the traffic sign shown in diagram 557.2, 557.3 or 557.4 in Schedule 1 to those regulations in such positions as it may consider requisite for the purpose of securing that adequate warning of the presence of a road hump or a series of road humps is given to persons using the road; and

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(**a**) S.R. & O. (N.I.) 1970 No. 83
(**b**) S.R. 1974 No. 15