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INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
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agenda item 4 (d))

**REVISION OF THE CONSOLIDATED RESOLUTIONS ON ROAD TRAFFIC (R.E.1)
AND ON ROAD SIGNS AND SIGNALS (R.E.2)**

Speed control humps

Transmitted by the small group

At its thirty-second session, the Working Party requested the delegations of Denmark, Israel and the Russian Federation to provide a proposal for the signing of speed humps. At the thirty-third session a preliminary proposal was discussed (TRANS/WP.1/1999/19) and the small group was requested to prepare a new draft of the recommendation for the thirty-fourth session (TRANS/WP.1/67, paras. 32-33). The new draft appears below.

It is proposed that the following provisions be included in the Consolidated Resolution on Road Signs and Signals (R.E.2) in a new chapter 3.

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Signing of humps

Concerning the use of humps, see Consolidated Resolution on Road Traffic (R.E.1), chapter 5 “Road Installations”.

“30 km/h-zones” or similar low speed areas

In “30 km/h-zones” or similar areas, where humps are placed frequently at short distances to secure low speed, warning signs and road markings may not be needed at humps.

Warning of humps

Warning signs showing symbol A, 7b “Warning of a Hump Bridge” should preferably be used to give warning of humps. Warning signs showing symbol A, 7a may be used.

Additional panel H, 2 should be used to indicate the length of the road section with humps. An additional panel may also show the number of humps in the section.

The maximum speed may also be shown either by sign G, 17 “Advisory Speed” or sign C, 14 “Maximum speed limited to the figure indicated”.

Road markings at humps

Indication of the exact position of humps should be given by at least two lines of white or yellow chequered squares marked across the entire carriageway where a hump starts (see fig. 1).

White or yellow triangles may be used as well (see fig. 2) as long as there is no possibility for misunderstanding the symbols, bearing in mind that triangles marked side by side are used to indicate points at which drivers must give way (see Convention on Road Signs and Signals, Annex 2, Chapter III C, paragraph 33 and 35).

Short and longer white or yellow lines parallel to the direction of traffic may also be used to indicate the position of the hump (see fig. 3).

Vertical markings at humps

Where a hump could be covered by snow, bollards or similar devices should indicate the exact location of the hump. The bollards should be placed either at each corner of the hump or as a pair at the top of the hump.

The exact location of speed humps may also be marked by a special regulation sign, a square blue sign with a white triangle and the symbol A, 7b in black (see fig. 4).

All vertical markings should be equipped with retro-reflective material and should be clearly visible on any approach by a vehicle to the hump.

FIGURE OFF-SET