

Sinusoidal Humps

Thornhill Road LB Islington

The London Borough of Islington has successfully installed over 20 sinusoidal speed humps over the last year and a half. The first sinusoidal humps were installed in 2006 to replace round top humps on parts of LCN+ Link 110. Since then, Islington have also installed a number of sinusoidal speed tables on cycle and bus routes and are likely to introduce a policy that requires all new or replacement humps to have a sinusoidal profile. Residents and motorists have commented that the new profile offers an improved ride quality and reduces traffic noise, so the benefits extend beyond cyclists.

Like all new products, implementation has resulted in a few teething problems. Many residents have expressed concerns that the relatively flat profile is not sufficient to reduce speed, emphasising the importance of traffic counts and speed information before and after implementation. Ensuring consistency between the humps has also proved quite a challenge. Not only is the camber of each road different, but the compaction of the Stone Mastic Asphalt is difficult as the material moves with the compactor. Islington's contractors have made templates of the profile to provide the correct shape in the asphalt prior to compaction, however each speed hump may end up slightly different.

- Right:** construction of the sinusoidal hump:
1. laying the hump
 2. profiling the hump
 3. rolling the hump

Bottom right: the sinusoidal hump profile

Below: the finished scheme

