

Speed bumps

They're a bit like that yeast spread that people can't seem to agree on.



Deciding if speed ramps are right for you

It's not difficult to find well-rehearsed cases, often vehemently given for and against the love 'em or hate 'em speed bumps, which will soon be having their 50th birthday. You sense if they've made it this far, we can expect to see them around for some time to come.

If you've arrived on this page there's a good chance you're involved in replacing some worn out ones or deciding if you should install some on or around your premises.

Ultimately, you'll have to decide if speed ramps are right for you, but if we can raise a few points we've come across with our customers and pass on some of these experiences then reading on might offer some helpful insights.

For the most part our customers are installing speed ramps on privately owned sites, such as car parks, industrial and commercial workplaces and retail and education premises in response to health and safety at work responsibilities. Safety concerns would again be behind installations on the public highway with national guidance and local authority rules and procedures in place for the evaluation, implementation and maintenance of speed bumps on our road networks.

Speed ramps aren't a polite request, they're a non-negotiable demand.

Not everyone picks up their litter either

My daily drive to work takes me over 9 speed bumps in total and you know what, they slow me down. That's what they do. As does the speed camera that beams back a smiling green face if I'm keeping below 20mph passing by one of the local primary schools.

Not everyone wants to be slowed down. Not everyone wants to observe the speed limit. Not everyone wants to drive over a speed ramp at reduced speed. Not everyone wants to put their litter in the bin and not everyone picks up after their dog. And I guess that's the problem.

Speed ramps aren't a polite request, they're a non-negotiable demand – and on the whole people don't like being told what to do.

If you accept the argument that speed ramps improve the safety of pedestrians and it's your decision to install some, then it's still worth being prepared for some people disagreeing with you.

Be prepared for grumbles or worse

If it's a workplace setting, then some consultation, advance warning and explanation is better than surprising people without notice. You may still get complaints and speed ramps could exacerbate frustrations from commuter traffic jams and potholed roads, but having a clear rationale for installing them and a prepared response for low-level grumbling to vexatious complaints is a common sense step.



Most people can modify their behaviour sufficiently to slow down to an appropriate speed to get over a speed bump without damaging their vehicle and improving the safety for pedestrians.

How slow can you go...

Our speed ramps are available in 50mm high or 75mm high options. These are very typical (almost industry standard ramp heights) and whilst you might see some variations across the market place, you will often see a 50mm high ramp described as a 10mph solution and 75mm high described as 5mph.

The 'speed' of the speed ramp is another potentially contentious issue as we have heard of some drivers complaining that the 5mph ramp is making them drive too slowly, or they can't get over the speed ramp at 10mph. These should be seen as maximum speeds as different sized vehicles will inevitably be able to negotiate the bumps at different speeds, even before you take driver behaviour into account.

Signage can help too

Appropriate warning signs can also play a really important role in managing site speeds and giving clear instruction to drivers approaching any speed ramp installations.

I do tend to look at speed bumps when I'm out and about (I know that sounds very sad) and from my own anecdotal experience I tend to see the higher 75mm ramps in more confined areas, such as multi-storey car parks, where vehicles are more densely packed, with lots of manoeuvring, and getting speeds right down to a crawl is probably an effective choice.



On vehicle routes around sites where you want to reduce speeds but keep things moving, then 50mm ramps could work better.

Similarly on a long access driveway, repeatedly navigating 75mm humps might not be necessary, rather combining a series of 50mm ramps with a final 75mm ramp(s) at the destination point could provide an effective solution.

Taking delivery

Speed ramps are heavy, and in the vast majority of cases will be delivered on a pallet service. Delivery is to the designated goods receiving area or the front of commercial premises – **please, please contact us on 0800 043 0161** if you have any concerns about your ability to accept delivery.

You should contact us in advance of ordering for delivery of speed bumps to residential premises, sites with restricted access or if delivery is to any of the following postcodes (BT, IV, AB, KW, DD, PH, IM & ZE).

Easy 3 stage order checklist

We've tried to make ordering speed ramps from safetybuyer.com as easy as possible.

- 1 Choose between 50mm or 75mm high ramps**
- 2 Select the ramp length, from 1.92m to 5.92m**
These lengths cater for the vast majority of applications, but if you need a longer ramp don't hesitate to call us on 0800 043 0161 for a quotation.
- 3 Check your ability to accept delivery**
Speed ramps are heavy and you need to be prepared.



Order online [here](#) or call us on 0800 043 0161

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