



## Basic Informations

# **SPEED BLOCKER® MAT**

### **1. Traffic calming, why ?**

- in Germany annually about 65.000 children die or are injured in traffic
- due to the great number of installed traffic signs these informations are very often no longer received by the car drivers and the kind of driving does partly not meet new traffic requirements, i.e. additional measures are necessary

### **2. Construction of the mat**

- the mat is a fabric- and metal-reinforced rubber mat, the fabric layers increase the stiffness and herewith a better contact to the road
- the metal reinforcements at the driving on and off edges improve the contact to the road and allocate the strength of the fastening screws also to these mat zones

### **3. Measurements / weights of the two different mats**

- Standard mat: 2,60 m x 2,20 m x 4,5 cm (L x W x H) – 190 kg
- Small mat: 0,40 m x 2,20 m x 4,5 cm (L x W x H) – 40 kg

### **4. Storage and Transport of the mats**

- immediately after production and during storage and transport it is absolutely necessary to store the mat on a plain underground, because otherwise the mat can become buckled what cannot be smoothed when fastening it to the road.
- the result is a mat which has a not sufficient contact to the roads at the sides and due to this dirt and waste will be collected under the mat and become the reason for the „smashing“ noise when driving over the mat

### **5. Handling the mats**

- a mat can be moved or lifted by 4 persons

### **6. with / without traffic sign?**

- the mat can be used with or without traffic sign - in a traffic calmed zone of about 100 m (i.e. in front of a school) there should be fixed each 2 mats in each direction, only the first mat in each direction should have a sign - for the mat at the end of zone it is not really necessary
- we will deliver the mats without traffic signs

## **7. Effect of the mat (optically, acoustically and mechanically)**

- the effects of the mat is detailed described in the video and in the leaflet - the mat reminds the driver distinctly to drive as requested

## **8. Comparison to other measures of traffic calming**

- in comparison to other traffic calming measures this is an efficient, cheaper and flexible one:
  - efficient, because it is proved that drivers after having passed the „reminder“ drive as requested according to the corresponding situation
  - cheaper, because all other known measures normally do no bring the required effect and additionally are more cost intensive. In Selb a road section of abt. 50 m was equipped with some pavement constructions (costs: about € 100.000,- / lifetime: about 4-7 years)
  - flexible, since at every time the mats can be dismantled and used in another place

## **9. Stationary or mobile use**

- stationary use, i.e. durable firmly fixed
- mobile use, e.g. as protection for road workers, in this case the mat lies on the road without being fixed and can be easily removed after finishing the works

## **10. Noise level**

- the noise which is created when driving over the mat is being criticized, especially when used in already traffic calmed residential zones, but it has to be considered that every constructional kind of traffic calming measure creates noise and in case of the mats the noise is comparable with that which is created when cars with low speed are driving over bumpers or pot-holes
- the noise which is made by lorries, especially empty ones, is partly quite loud, but still comparable with the noise being created when

driving over bumpers or pot-holes. Basically the heavy lorry traffic should be banished from traffic calmed zones

### **11. Lifetime of the mats**

- at the moment we have not enough experience for the lifetime, but until now no wear off can be noticed - we assume the lifetime to be about 10 years

### **12. Drivers' attitude over different periods of time**

The car drivers' attitude can be noticed as follows:

- without mat the average speed is about 40 to 70 km/h (average 55 km/h), during the first days the mats will be passed in two different ways: some do it too quick and some do it too slow
- but in short time the average speed will be dramatically reduced (there are still some exceptions), after about 1 month the drivers have got used to this measure, but the average speed still remains reduced
- with SPEED BLOCKER® mat the average speed is at about 15 to 40 km/h (average abt. 30 km/h)

### **13. Use in winter**

- no problems in winter time, the profile of the mat is selfcleaning and does not show icing - snow is melting quickly when sun comes out
- snow-clearer must lift their shield as they do when passing bumpers
- it is recommended to install red/white marker stakes at the road side, in order to avoid that car drivers side-step to the causeway and drivers of snow-clearer can notice the mat early in time to lift their shields

### **14. Eventuality of damage of cars**

- independent from the speed of a car admitted for public traffic there is no risk of damage when driving over a SPEED BLOCKER® mat