

## Introducing the HUMO<sub>R</sub>

### Part 2 Humoways™

June 2006

revised 2012

In order to maximise the usefulness of Humos, and other human-powered vehicles, specialised carriageways ('Humoways') are envisaged.

**Humoways** will help to minimise the negative effects on human-powered travel of:

adverse weather

steep gradients and variable road-surfaces

traffic congestion

accidents involving heavier vehicles

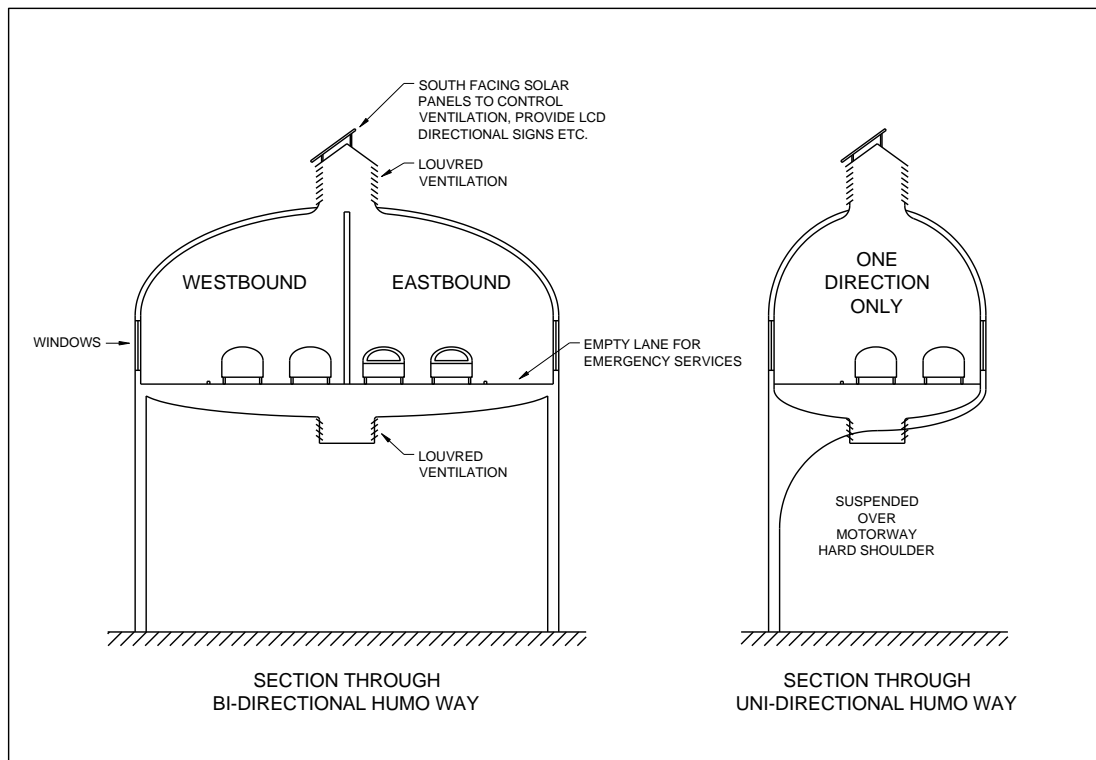
inhalation of vehicle fumes.

**Humoways** may include rails. The 'rolling resistance' affecting solid wheels on solid rails is less than that affecting rubber-tyred wheels on tarmac, so the driver will make progress with less effort when travelling on rails. (A method of entering and leaving railed sections is envisaged).

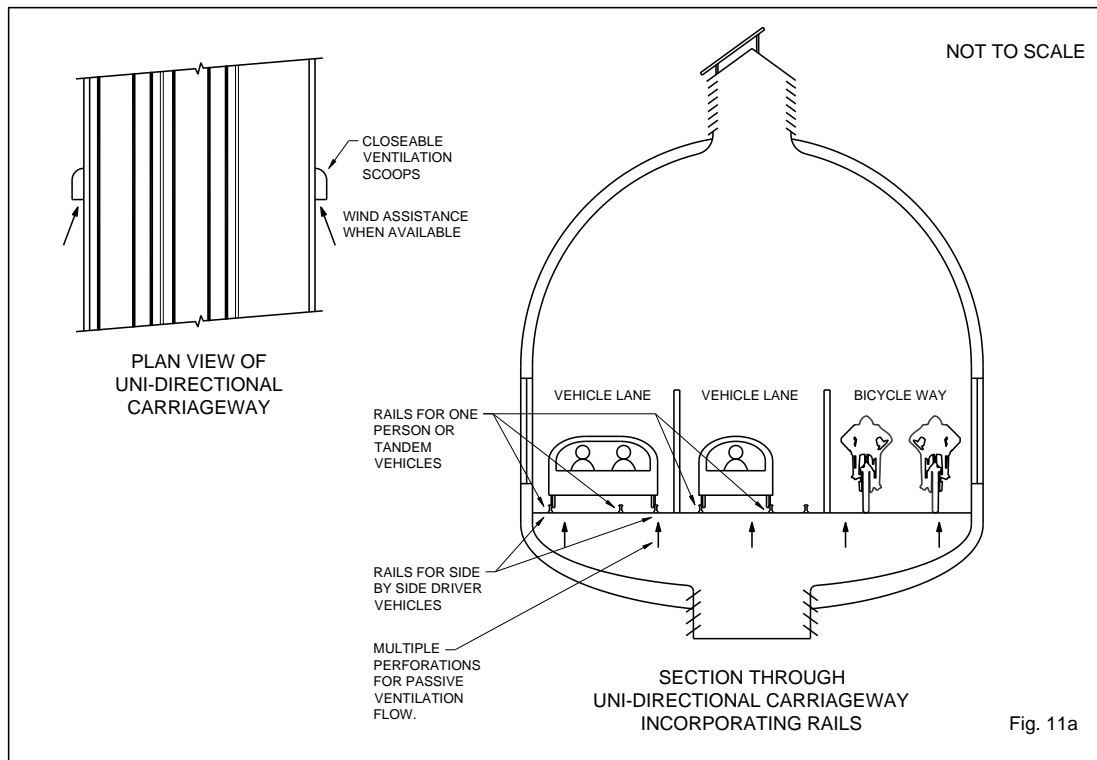
**Humoways** will consist of substantially tubular plastic structures supported on steel frameworks. Because Humos are very light, the cost of Humoways will be a fraction of that of equivalent structures (bridges, flyovers etc) for motor vehicles. Moreover, it will be possible to attach them to existing structures without the need for significant strengthening of these structures. They may be publicly or privately funded, and may draw income from tolls, which can be automatically collected by devices reading microchips implanted in the Humo.

**Humoways** may be sited alongside roads, railways etc, or may take more convenient direct routes. To reduce their visual intrusiveness they may be ‘camouflaged’, or they may be attractively coloured as part of a planned statement. As Humos are practically silent and vibration-free, Humoways will not be as environmentally challenging as roads or road-bridges for motor vehicles. Provision will be made for escalators or lifts to eliminate steep adverse gradients.

**Humos** can be parked vertically, and lightweight, high-density parking for Humos will easily be added to existing car-parks.



**Humoway** with **Humo** vehicles only



Humoway with Humo vehicles alongside ordinary bicycles.

The Humoway concept is fully described in granted UK Patent 2 403 698.