

TOPIC:  
ROUNDAABOUTS

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The AUSTROADS Guide to Traffic Engineering Practice Part 6 - Roundabouts - has now been published by AUSTROADS. It represents an extensive revision of the 1986 NAASRA publication "Roundabouts, A Design Guide" which it now supersedes. It builds on the experience gained by designers since 1986 and includes the results of the latest research and practice in analysis of the performance of roundabouts.

The AUSTROADS guide leaves several matters to the discretion of each road authority. Points to note for NSW practice are:

- \* Pavement arrows should not generally be marked in the entry lanes to roundabouts. Exceptions occur when the demand for a turning movement exceeds the capacity of a single lane to service it.
- \* Lane lines should not be marked continuously on the circulation carriageway of multi-lane roundabouts. If operational experience indicates that a particular roundabout requires guidance within the circulation carriageway, it should be limited to linemarking or a line of raised pavement markers opposite the splitter island only.
- \* The "alternative" linemarking treatment illustrated in Figure 6.1(b) of the AUSTROADS guide (the so called Alberta marking) is **not** to be used in NSW pending further research into its performance.

In addition, work is currently proceeding on refinement and improvement of the geometric design procedures described in Section 4.1.1. Separate advice will be issued shortly.

Subject to the above, the AUSTROADS guide is recommended as a basis for roundabout performance analysis and design. It should be used in conjunction with Chapter 4 - Intersections - of the RTA Road Design Guide.

The former DMR publication "Guide to Roundabout Design" is withdrawn.

Copies of the AUSTROADS Guide to Traffic Engineering Practice Part 6 - Roundabouts - are available from:

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