

ABSTRACT SUBMISSION FORM

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Paper Details:

Presentation title:	Practical Compact Roundabout's for Urban Areas
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Overview of Presentation

Between 2004 - 2012 I was involved in NZTA funded research on the topics of roundabouts, cyclists and pedestrians. During this period I developed some interesting and relatively low-cost concepts for speed control at roundabouts, and in some cases have been able to put into practice.

Speed control is a recognised critical factor for road user safety at roundabouts, and most international guidelines will give satisfactory advice on how to achieve this though horizontal deflection - but this can be expensive in terms of space requirements and difficult to achieve for approach roads on a skewed angle. At busier locations it can be more practicable to install a set of traffic signals, which might not be the optimum solution in terms of road-user delays and which can be a compromise with regard to vehicle injury crashes at cross-road intersections especially.

I have found that each of the following are viable economic options for speed control:

1. Constrained geometry via narrow lane approaches
2. Vertical deflection devices
3. Visibility constraints

The purpose of this visual presentation will be to highlight their potential, and includes brief video clips of examples in practice.

*****NOTE: I haven't been for a few years so haven't seen the roundtable presentation, but it sounds like a good idea and one that could possibly suite my topic quite well since I have quite a bit of visual material that I could bring up as questions arise. Personally I also feel more comfortable in a smaller informal setting where discussion is easier. Oral Presentation probably fine (tickbox wasn't working)*****