



**Statens vegvesen**

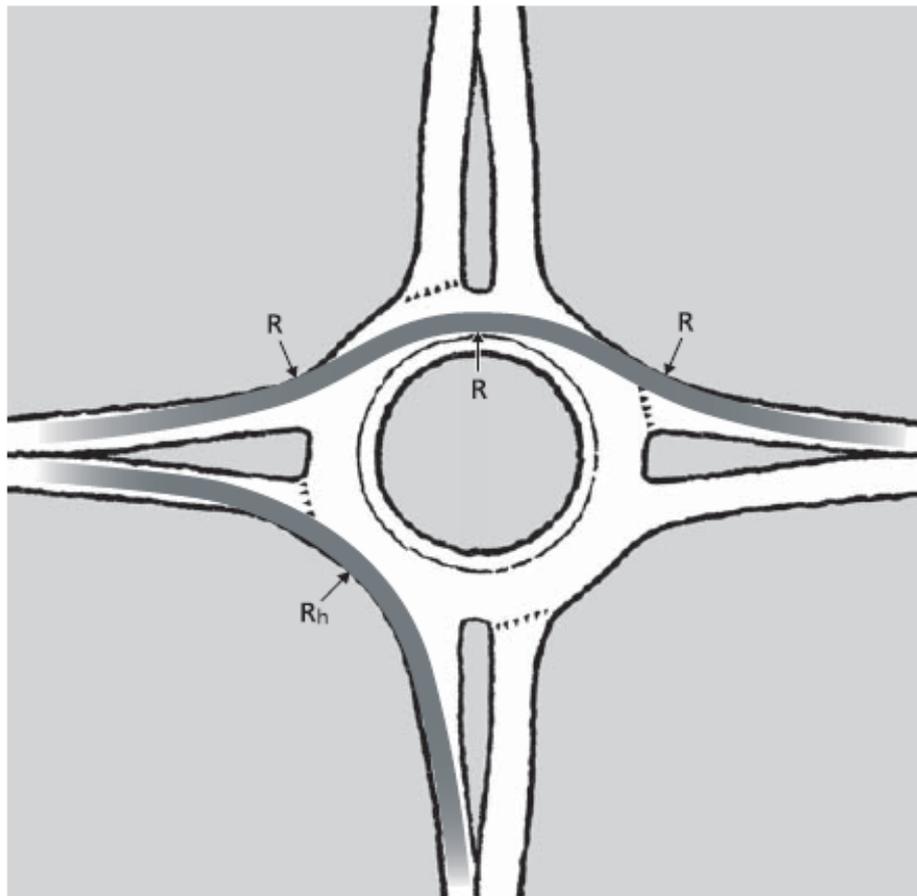
# **Speed reduction in roundabouts on rural roads**

# Speed reduction in roundabouts

- Speed reduction by deflection, not by other speed reduction measures
- Roundabouts on 2 lane roads usually have only one lane in and one lane out
- Outer diameter must be at least 30 m. On main roads it must be more than 35 m.



# Speed reduction by deflection



Figur C.37: Prinsipp for avbøyning i en rundkjøring ( $R$  = kjørekurvens radius, kjøresporbredden = 2 m)



# Deflection

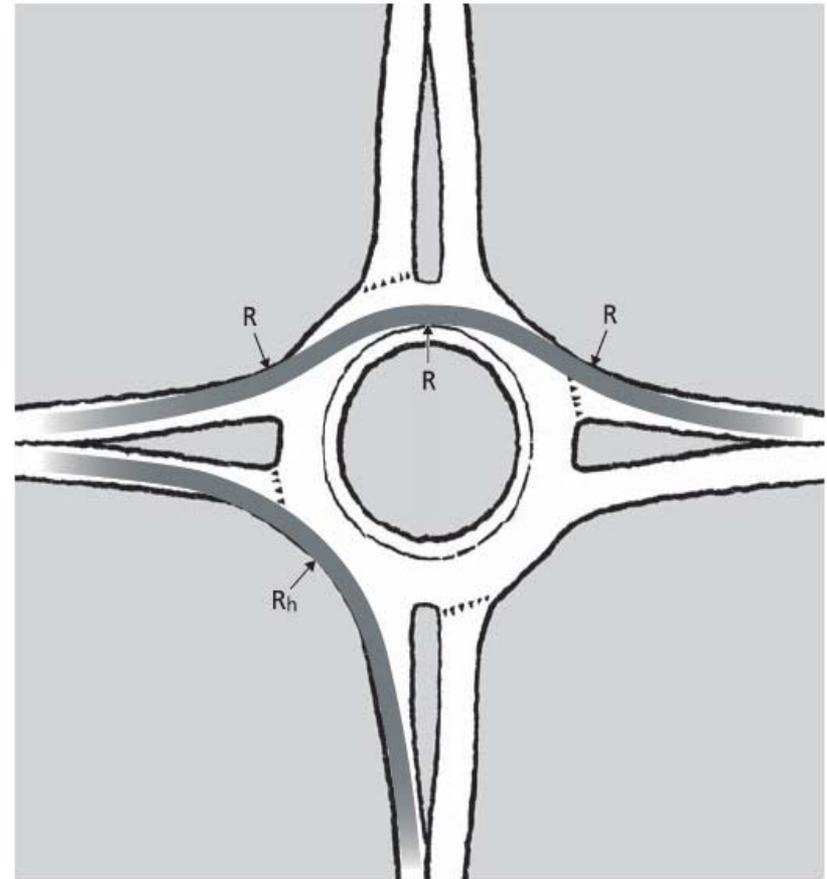
- Driving curves through the roundabout should not be bigger than 80 m



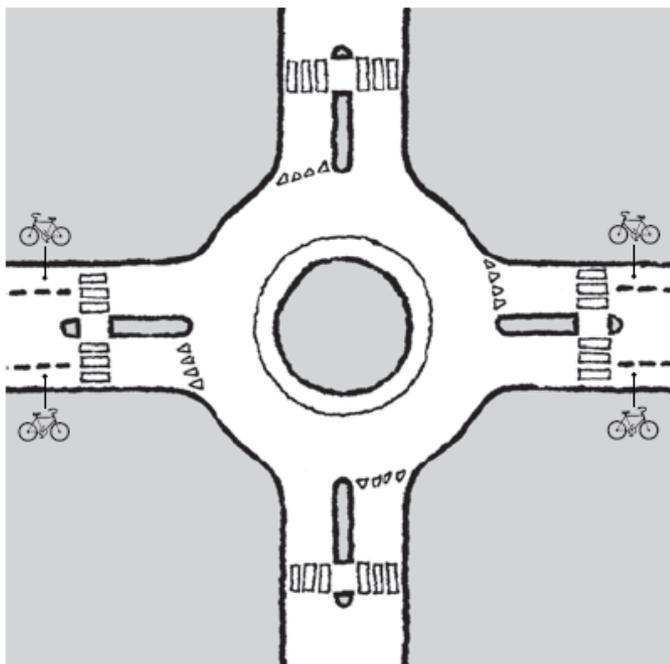
# Syclists and pedestrians in roundabouts

Where syclists and pedestrians are crossing the arms in a roundabout

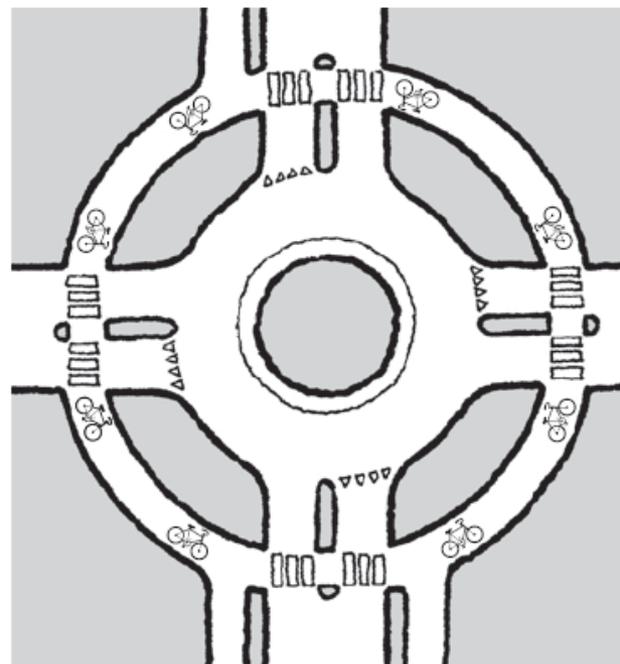
- Radius for vehicles strait ahead  $< 50$  m
- $R_h < 30$  m



# Cycle path around the roundabout



Figur C.38: Løsning for sykkel i rundkjøring, eksempel 1



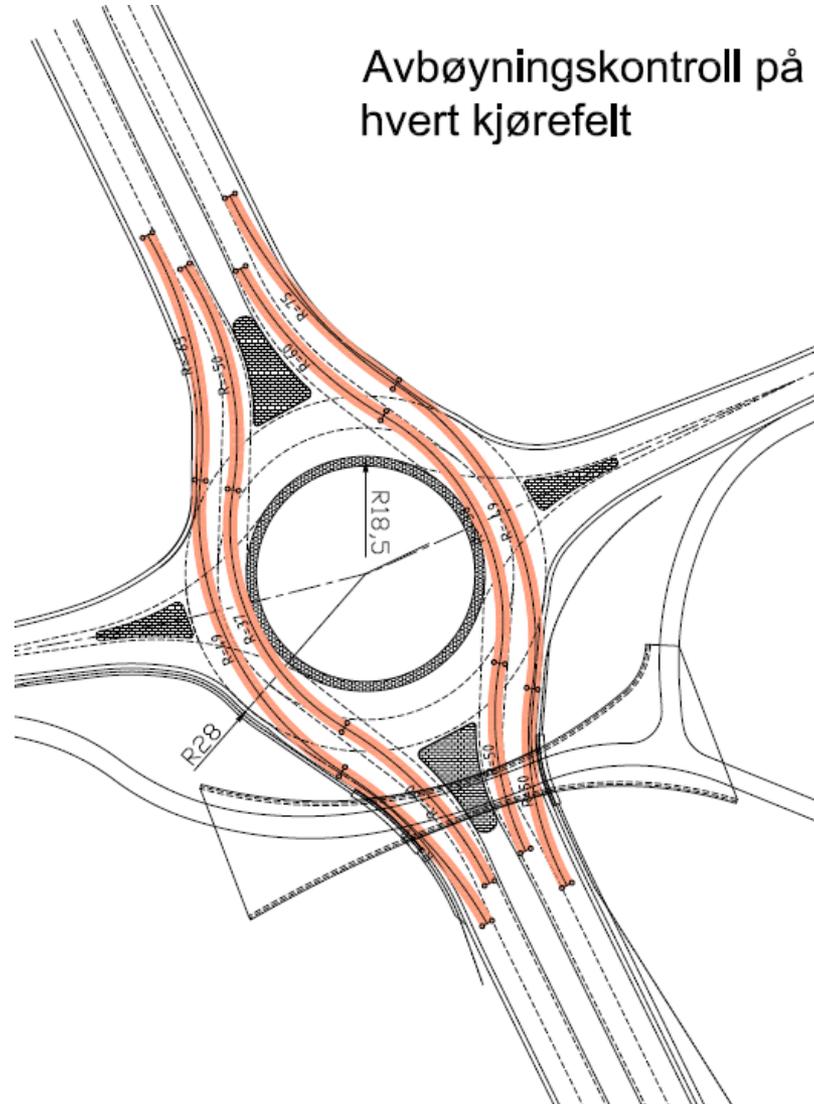
Figur C.39: Løsning for sykkel i rundkjøring, eksempel 2



- Roundabouts on 4-lane roads are more difficult to achieve speed reduction



## Avbøyningskontroll på hvert kjørefelt



# Avbøyning for det raskeste sporet gjennom rundkjøring



# National Gallery – Oslo

## Trolley car straight through



# Square roundabout



# Frogner plass –Oslo

## Bus stop in the roundabout

