

Table 15.3 covers the key design issues for pedestrian islands, while figure 15.6 is an example of a compliant pedestrian island
[6, 10, 42, 46, 58, 68, 92, 126, 139, 154].

Table 15.3 – Design elements of pedestrian islands		
Key issues	Requirement	Additional information
Islands	Length at least 8 m	Site specific according to: <ul style="list-style-type: none"> the road type (larger islands on busier, wider roads) the potential number of pedestrians waiting on the island possible vehicles turning into adjacent accesses.
	Approach nosing taper 10%	In accordance with the <i>Manual of traffic signs and markings</i> (MOTSAM) [154].
	Approach nosing radius 0.6 m	In accordance with MOTSAM [154].
Island depth	At least 1.8 m, preferably 2 m	This is required so that waiting pedestrians and/or their belongings do not protrude into adjacent traffic lanes. In constrained situations, the 'depth' can be measured parallel to the waiting area. Where the roadway has a constrained width, the desirable width can be achieved by narrowing the traffic lanes.
Width of route through island	At least 1.5 m or the width of the adjacent kerb ramps (whichever is greatest)	The actual width should be based on the potential number of pedestrians waiting on the island, so it is also affected by the island's depth.
Ramps within the island	If provided, there must be a level area between ramps of at least 1.2 m	It is preferable to not change grade within the island and use a cut-through instead. If used, they must comply fully with the kerb ramp design criteria.
Resting rails	1 m high At least 0.35 m from the kerb face at the edge of adjacent traffic lane(s)	Rails should be frangible to avoid injury to drivers whose vehicles leave the roadway, and built of iron pipe or some other such material (figure 15.7). They should be conspicuous and painted in a contrasting colour to their surroundings. They should not reduce the route width to below the minimum and should have a bar near ground level that the vision impaired can detect.
Fences	See section 16.8	These are required when using a chicane layout to avoid creating a trip hazard.
Lighting	In accordance with AS/NZS 1158.3.1: 1999 [68]	Some RCAs have used a white globe (similar to a Belisha beacon) mounted on a 4 m high white pole within the island. Floodlighting (as used for zebra crossings) has also been used. Lighting poles on islands must fold down for overdimension loads.
Island kerbing	Mountable splay kerbs	Other kerbs are only acceptable if the traffic lanes more than 3.2 m wide and the island is wider than 2 m. It is advisable to paint the island kerbs with white or reflective paint.
Signs	RG-17 or RG17.1 ('keep left')	Installed as close to the island ends as possible and facing oncoming vehicles. No more than 0.15 m between the bottom of the sign and the island surface.
Roadway markings	Merge/diverge tapers on approaches	In accordance with MOTSAM [154].
Overdimension loads	Maintain 11 metre wide envelope	Refer section 15.2

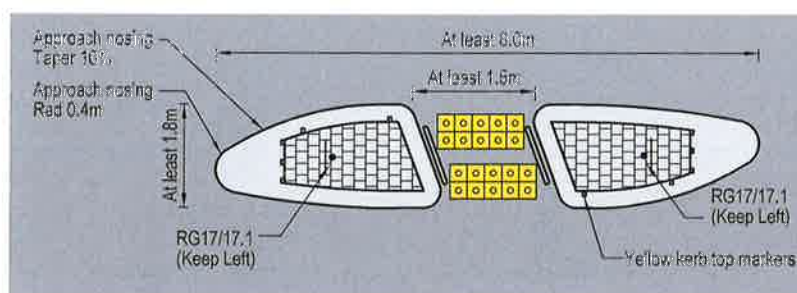


Figure 15.6 – Example of a compliant pedestrian island

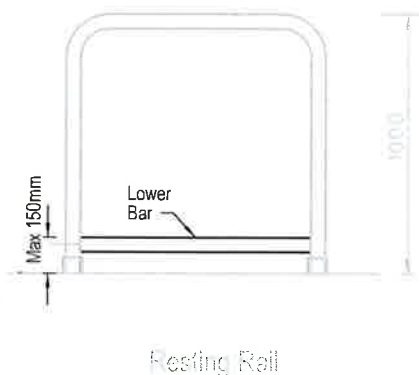


Figure 15.7 – Resting rail – recommended design