

# Technical direction

For traffic and transport practitioners

POLICY – GUIDELINES - ADVICE



Transport  
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## PEDESTRIAN REFUGES

### (Supplement for narrowing or widening of roads at Pedestrian Refuges)

#### BACKGROUND

The provision of safe and effective pedestrian facilities is an integral component of the RTA's commitment to facilitating and encouraging people to walk as a healthy alternative to using cars, especially for short trips.

This *Technical Direction* deals with pedestrian refuge design that incorporates options for road widening or road narrowing (kerb extension) at refuge islands as appropriate and can be applied consistently to a variety of road cross sections across NSW. Separate pedestrian refuge designs have been prepared for two lane two-way and four lane two-way roads.

*Details of pedestrian refuges not requiring road widening or road narrowing can be found in Australian Standard AS1742 and the relevant RTA Supplement.*

#### OBJECTIVES

The objectives of this *Technical Direction* are:

- To provide clear guidance for the design of pedestrian refuges with road widening or road narrowing (kerb extension) throughout NSW; and
- To improve consistency in the design and appearance of pedestrian refuges throughout NSW

#### SCOPE

This *Technical Direction* applies to the design and construction of all new Pedestrian Refuges throughout NSW requiring road widening or road narrowing (kerb extension).

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#### Distribution List:

Director, Infrastructure Services; Director, Commercial Services; Director, NSW Centre for Road Safety; Traffic Management and Road Safety staff; and Traffic Signal design staff.

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#### For further enquiries

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Amendment: Usage of TD clarified. Minor corrections made to Figures 2 & 4  
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## PRACTICE

All new pedestrian refuges should be designed and constructed in accordance with the following practice as stated

- Pedestrian Refuges with no road widening or road narrowing use RTA supplement for *Australia Standards 1742 – Manual for Uniform Traffic Control Devices* (Part 10), RTA supplement for *Austrroads Guide to Traffic Management* (Part 6) and RTA supplement for *Austrroads Guide to Road Design* (Part 4)
- Pedestrian Refuges with road widening or road narrowing (kerb extension). Figure 1, 2 3 & 4 illustrate options to accommodate the pedestrian refuge as appropriate and Figure 5 illustrates the Island Detail.
- It is recommended that kerb extensions be used to narrow the road at the pedestrian refuge island, whenever possible. The use of kerb extensions reduces the length of crossing for pedestrians, generating increased crossing opportunities and facilitates a reduction in the length of *No Stopping zone* required.
- Kerb ramps are to be constructed in accordance with the RTA's model drawing, MD.R173.B01.A.1 – Kerb Ramps.
- The length of No Stopping zone required to maintain adequate sight distance and swept path through the refuge island may be reduced if kerb extensions are incorporated in conjunction with the pedestrian refuge, see No Stopping Signs Table in Figure 1, 2, 3 & 4.
- To maintain consistency throughout NSW, all sign posting and line marking at pedestrian refuges with road widening or road narrowing (kerb extension) must be installed strictly in accordance with this *Technical Direction*.

## ACTION

This *Technical Direction* is to be adopted and applied as the standard design for pedestrian refuges with road widening or narrowing (kerb extension) across NSW.

## UPDATES

To ensure that this *Technical Direction* and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:

[www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html](http://www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html)

Printed copies of this *Technical Direction* are uncontrolled, therefore the Register should always be checked prior to using this *Technical Direction* or any related guidelines.

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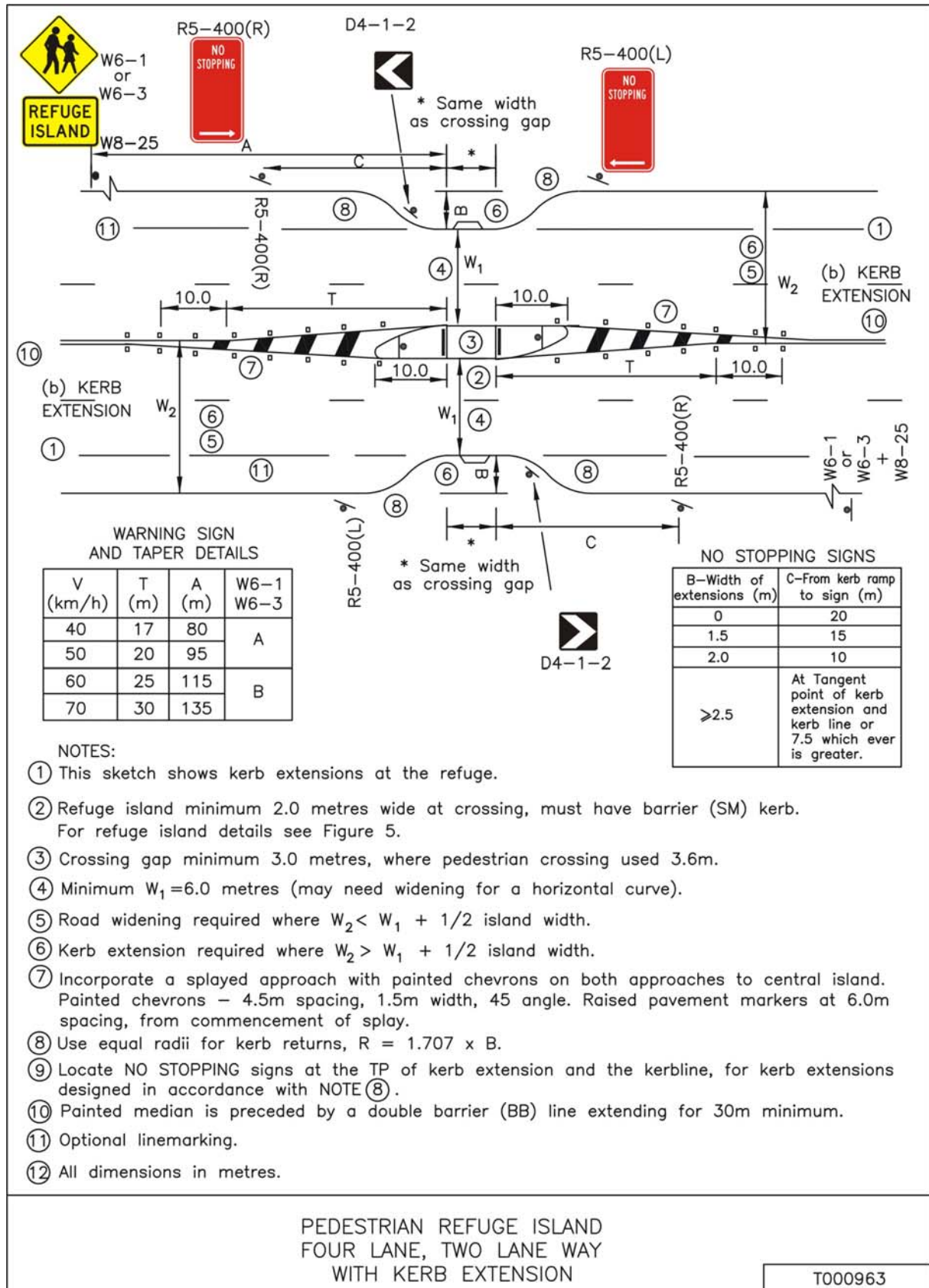


Figure 1

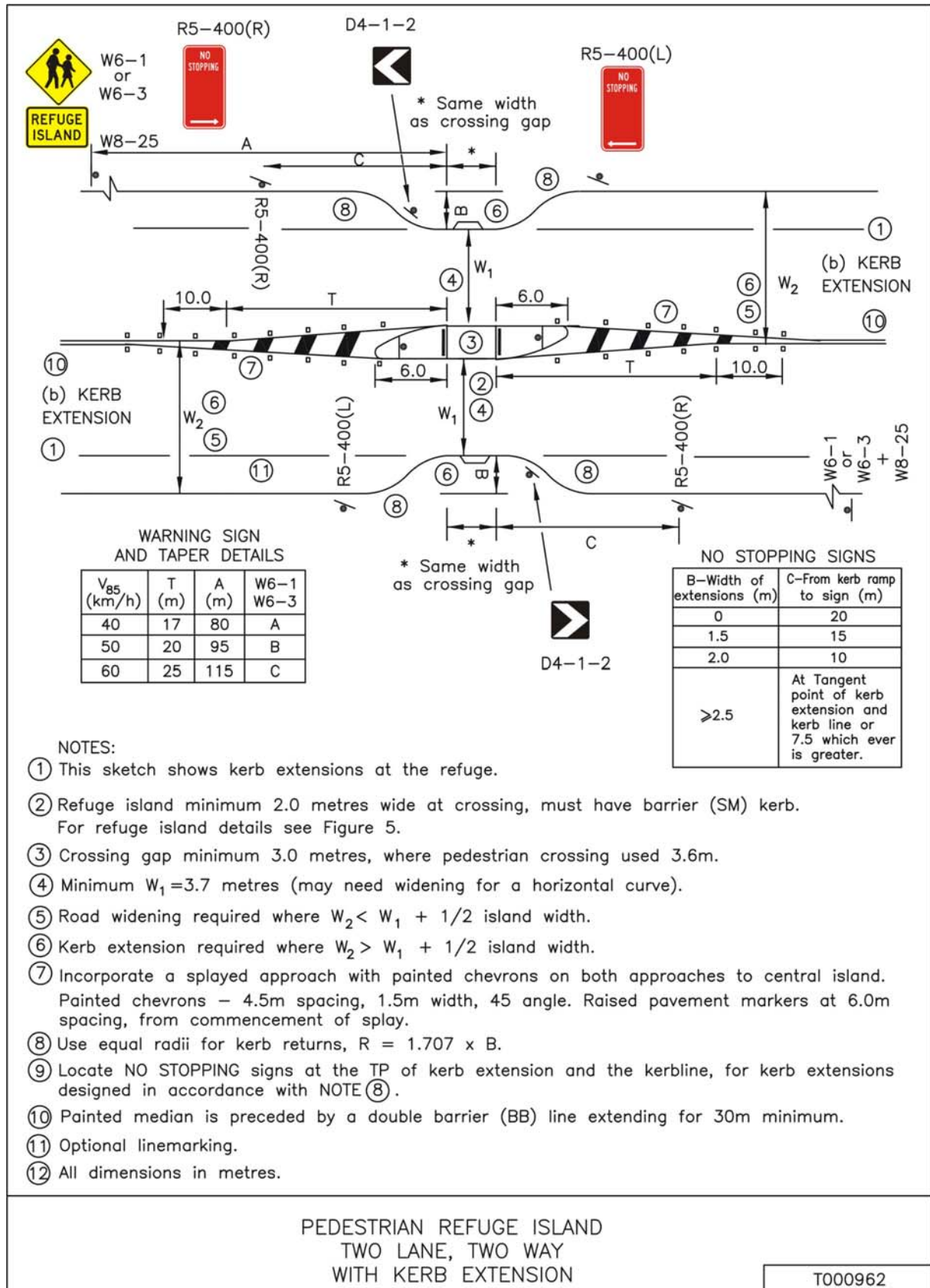
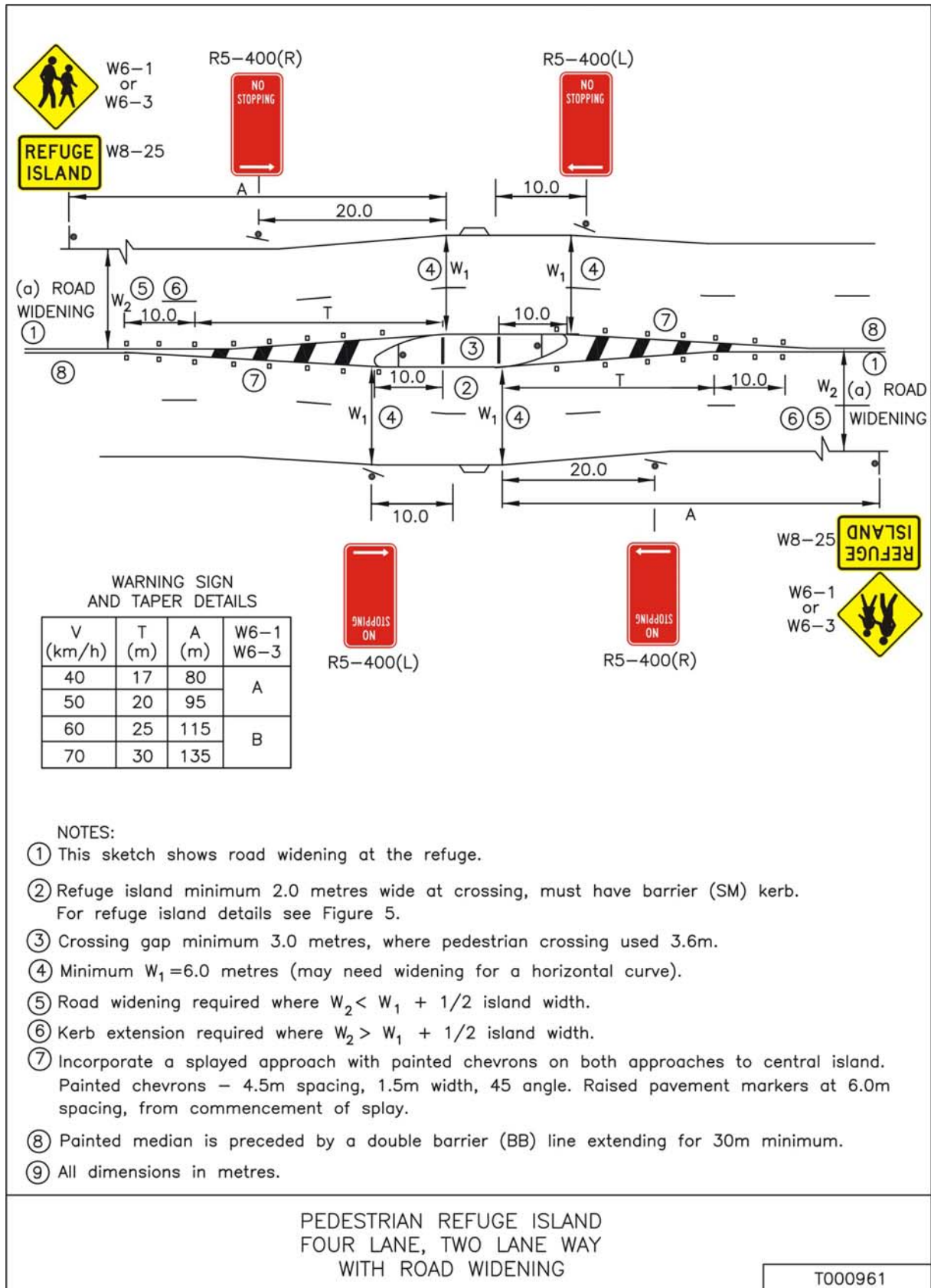


Figure 2



- NOTES:
- ① This sketch shows road widening at the refuge.
  - ② Refuge island minimum 2.0 metres wide at crossing, must have barrier (SM) kerb. For refuge island details see Figure 5.
  - ③ Crossing gap minimum 3.0 metres, where pedestrian crossing used 3.6m.
  - ④ Minimum  $W_1 = 6.0$  metres (may need widening for a horizontal curve).
  - ⑤ Road widening required where  $W_2 < W_1 + 1/2$  island width.
  - ⑥ Kerb extension required where  $W_2 > W_1 + 1/2$  island width.
  - ⑦ Incorporate a splayed approach with painted chevrons on both approaches to central island. Painted chevrons – 4.5m spacing, 1.5m width, 45 angle. Raised pavement markers at 6.0m spacing, from commencement of splay.
  - ⑧ Painted median is preceded by a double barrier (BB) line extending for 30m minimum.
  - ⑨ All dimensions in metres.

Figure 3



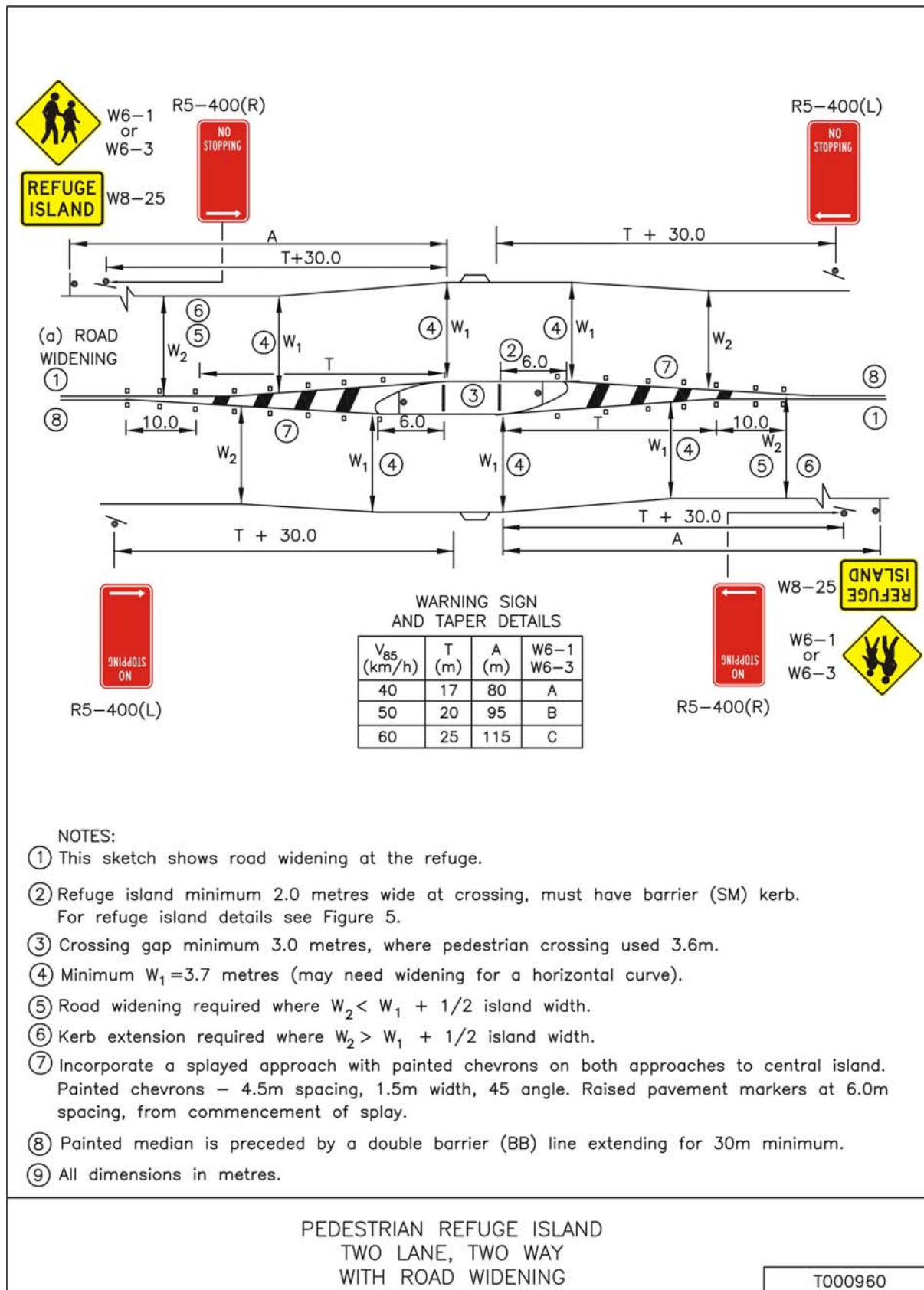


Figure 4

