

3.20 CENTRAL ISLANDS

OBJECTIVES

- To make crossing easier and safer for pedestrians
- To interrupt forward views (see 3.8)
- To reduce the optical width of the street (see 3.15)
- To reduce carriageway width (see 3.9 and 3.16)
- To assist in the creation of gateways (see 3.19)
- To provide separate lanes for turning traffic and/or shelter for turning traffic
- To prevent overtaking

Some design possibilities are illustrated in Diagram 3.20.1.

DESIGN FEATURES

Islands usually need to be raised above carriageway level (e.g. using kerbs), but where pedestrians are to cross there need to be level areas flush with the carriageway. Lamp posts, bollards, etc. should not obstruct these level areas. Islands of appropriate size can enhance street appearance if well designed and landscaped.

Internally illuminated bollards may need to be placed at each end of islands with an illuminated beacon near the centre if appropriate. Islands sited directly opposite bus stops can help to slow the traffic and retain priority for buses, providing other traffic is not subjected to undue delay.



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38: Central islands can be used to narrow carriageways, but separate provision for cyclists may be needed, as in this example. Herne, Germany. (Photo: T. Pharoah)

APPLICATION

Most useful in two-way streets with moderate or heavy traffic, and where pedestrians require frequent crossing opportunities such as in shopping streets and village centres. Not usually required in lightly trafficked streets, except to create constrictions or for environmental enhancement. Also useful at entrances to villages.

39: A central island together with kerb extensions and tree planting reduce the optical width of this street in Auckland, New Zealand. (Photo: Tim Hipwell)



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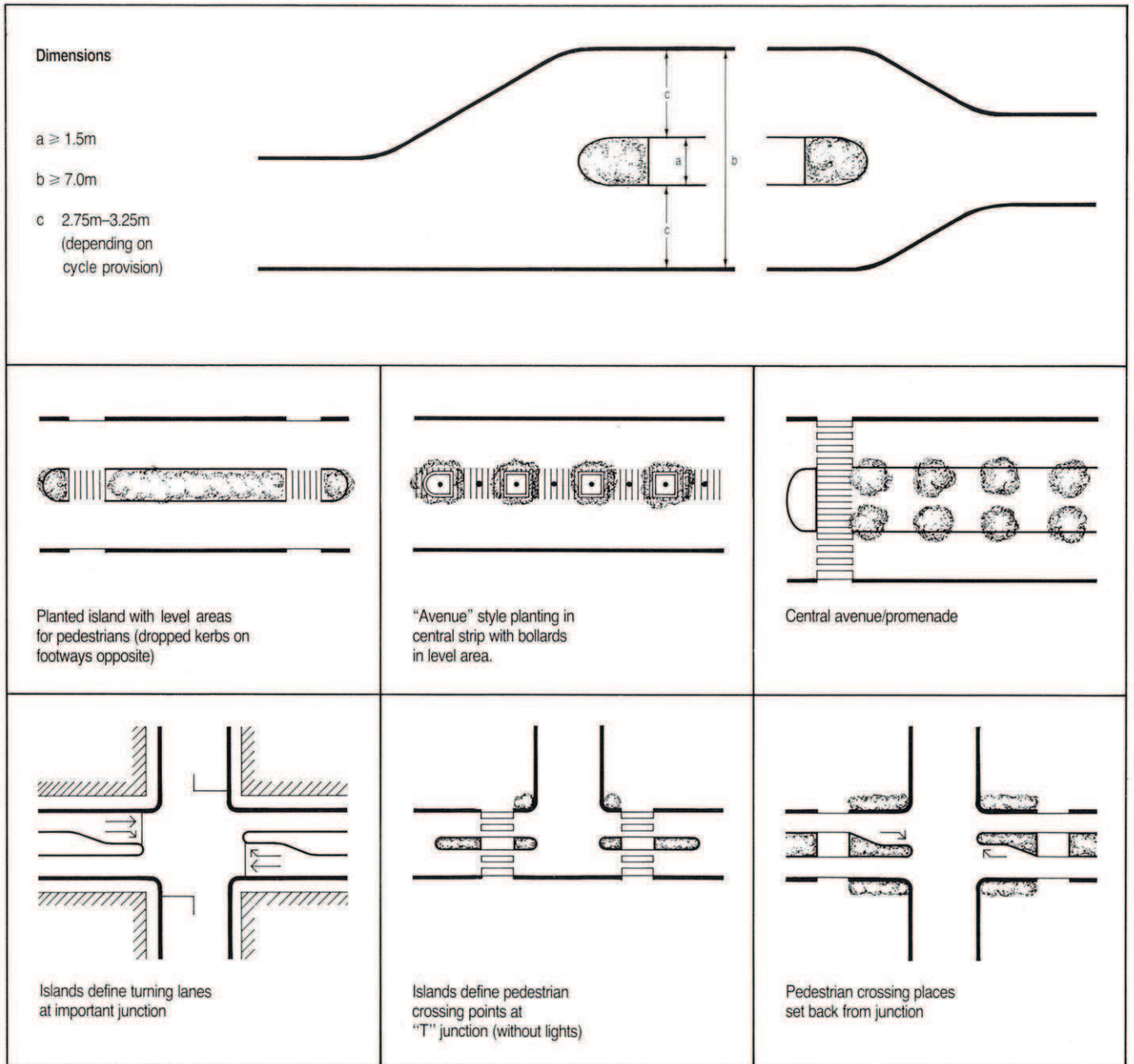


DIAGRAM 3.20.1 CENTRAL ISLANDS IN "MIXED" AND "TRAFFIC PRIORITY" AREAS

DIMENSIONS

Islands should be at least 2m wide and about 4m long if tree planting is to be included. Level areas where pedestrians are encouraged to cross should be of generous length, and in the case of long central islands should be repeated at frequent intervals, especially in shopping streets.

SUPPORTING MEASURES

Not applicable.

POSITIVE FACTORS

- Provides safety and convenience for pedestrians while contributing to other speed reduction and environmental objectives

NEGATIVE FACTORS

- Reduces space at each side of the street (for a given carriageway width)



40: Central islands can allow pedestrians to cross in greater safety, and can be planted to create an attractive feature. Langenfeld, Germany. (Photo: T. Pharoah)