### INTERSECTION TAIL LENGTH TABLE

<table>
<thead>
<tr>
<th>ISLAND WIDTH (m)</th>
<th>SPEED (Km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20</td>
</tr>
<tr>
<td>1.0</td>
<td>6</td>
</tr>
<tr>
<td>1.5</td>
<td>8</td>
</tr>
<tr>
<td>2.0</td>
<td>10</td>
</tr>
<tr>
<td>2.4</td>
<td>11</td>
</tr>
<tr>
<td>3.0</td>
<td>13</td>
</tr>
</tbody>
</table>

**NOTE:**
- Figures only apply to islands located centrally to road centreline.

### NOTES

1. Precast traffic islands as per BSD-2061 & BSD-2062 to be used at pedestrian refuges.
   - Desirable width 2.4m. Width (between painted island lines) to be 2.8m minimum.
   - Desirable minimum width 2.0m. Width (between painted island lines) to be 2.4m minimum.
   - Absolute minimum width 1.5m. Width (between painted island lines) to be 1.9m minimum.
2. Spacing between islands to be 2.0m minimum. Spacing to be increased to 2.4m at bicycle crossing facilities, or where holding rails required (refer note 9).
3. For length of painted island tails, refer to 'tail length' table. RRPM's at 5.0m spacing.
4. Warning signage WS-1128-2.5 required at isolated refuges, 60-80m in advance of refuge islands.
5. Directional kerb ramps as per BSD-3231 to be constructed, with concrete footpath connection to existing. A minimum of 1.2m of concrete footpath is required behind back of kerb ramp.
6. Length of refuge island may be reduced to 2.0m minimum to allow for vehicle movements at property access.
7. Street lighting to be provided in accordance with AS1158.
8. Pedestrian handrails, 0.9m high, to be installed where required. Bicycle handrails, 1.2m high to be installed at bicycle crossing facilities. (Refer BSD-3259 for details).
9. No stopping restrictions to be delineated by yellow NO STOPPING edge line. Extent of restrictions to be determined as per 'crossing sight distance' table (refer BSD-3259).
10. Width from refuge island to kerb - 4.2m desirable (3.1m minimum).
11. Lane width past island (to edge line) - 3.1m minimum.
12. Island width to be 1.2m minimum. Island width where pedestrian walk through is required to be 1.5m minimum.
13. Islands to be placed to achieve maximum deflection through the intersection. In local traffic areas, general maximum design speed is 40km/h. Zero line of sight is minimum criteria in all cases.
14. For design notes, construction notes and legend refer to BSD-3201.

**APPLICATION NOTE:**
- This drawing is only to be applied to roads on an established road network. It is not to be applied to any road with a carriageway width ≤7.5m.