

2010 Edition

Section 8.6.12 - Extracted from Section 8

Carriageways lengths and widths

Section 10 - Visibility

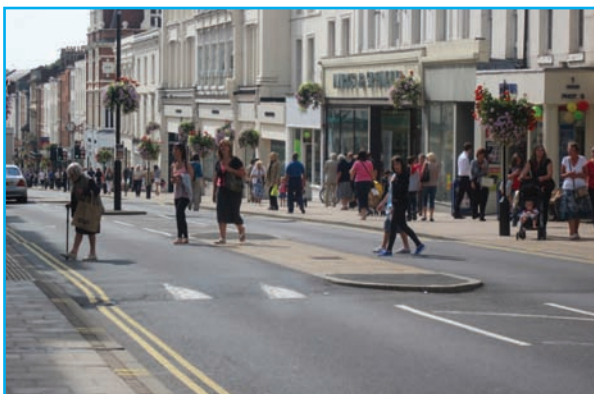
8.6.12 Lane and carriageway widening requirements for horizontal curves should be assessed using tracking software. The criteria to be adopted should be based on traffic flows and composition. For example, where HGV and/or bus flows are low, it may not be necessary to design carriageways to cater for two large vehicles meeting at a bend, as long as there is sufficient inter-visibility for one driver to stop and wait. The use of overrun areas can be considered - see MfS1 7.11 for further guidance on their use.

8.7_ Refuges, Medians and Central Reservations

8.7.1 Central medians/reservations and refuges are useful features in urban areas to enable pedestrians and cyclists to cross carriageways in two stages, whether as part of a designated crossing of any type (see **Chapter 9**), on the approach to a junction, or along a highway link. These features can also have a dramatic effect on the character of a highway, and can therefore significantly enhance the sense of place.

8.7.2 The minimum width of central reservations/medians and refuges should be based on the users anticipated³⁵:

- 1.2m - to accommodate pedestrians only, with no street furniture on the median/island
- 1.5m - desirable width to accommodate wheelchair users
- 2.0m - minimum width to accommodate allow wheelchair users to pass one another. This is also the minimum width for cyclists (LTN 2/08 para 10.2.7³⁸).



These simple pedestrian refuges were provided on The Parade, Leamington Spa MPR project. Note the absence of keep left bollards, but also the intrusive road markings.

8.7.3 Narrower medians that can be over-run have also proved useful in some schemes, by giving pedestrians a space to wait in the centre of the carriageway which can also be used by vehicles when they need to pass cyclists or other vehicles. Such medians also allow emergency vehicles to cross over into the opposing lane when necessary.



This informal median on Broad Street, Birmingham has operated successfully for many years

8.7.4 Formal central reservations, provided on dual carriageway links, can be planted or paved depending on local context and requirements, including the need for pedestrians to cross the carriageway and the local landscape character.



Mature trees in central reservation, Bristol Road, Birmingham. Here the central reservation is of little benefit to pedestrians crossing the route, but the width of the reservation and the mature trees are attractive and make up a vital part of the street's character.

8.7.5 In urban areas, central reservations should be left unfenced so that pedestrians can cross at any point, unless there is clear safety case for not doing so.