# Making raised intersections work for walking

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| A raised platform can be used within an entire intersection. This helps to reduce speed making the intersection safer – assuming the platform ramp gradients are effective. The platforms are usually paved so they also contribute to overall attractiveness of the streetscape. The raised intersection concept can apply at uncontrolled, priority controlled, signalised or roundabout configurations. There may also be a design intent that drivers will yield to pedestrians waiting to cross the road (known as courtesy crossing).  There is limited design guidance in New Zealand on how and where to apply raised platforms within intersections. International guidance exists but the key aspect of when it is not appropriate to use only a raised intersection at non-signalised intersections, because they may have an adverse impact on pedestrian level of service, is not clearly articulated. This is particularly important given the range of pedestrians, including visually and mobility impaired, elderly and children, and the potential perceptions of crossing these types of intersections. A raised intersection could also feature refuge islands and/or buildouts to improve pedestrian outcomes but there is no guidance on the contexts where this may be appropriate.  This paper explores the existing guidance and reviews a range of existing raised priority intersections in New Zealand and Australia. Recommendations on how to balance the needs of users, and what design guidance could apply, are made. |