

## **Pedestrian crossing review - notes of meeting of BWA and BCC 1 April 2020**

Present: BCC: James Dowling, Jackie Davies  
BWA: Alan Morris, Suzanne Audrey, Gordon Richardson

These notes should be read in conjunction with:

- notes of the BWA open meeting of 8th July, at which Jackie explained the pedestrian review
- notes of meeting between BWA (Alan Morris, Jonathan Flower, Tony Bowden) and Jackie Davies on 9 September 2019

### 1 Introductions

James Dowling - Manager, Signals and Traffic Control Team (12 people). Not a technical expert. He is responsible for the signals maintenance team (Jackie's team), and the signals design team.

Jackie Davies - Intelligent Transport Systems Principal Engineer

James and Jackie are happy to answer questions on the SCOOT review report, and happy to meet again in due course.

### 2 Update on SCOOT review project

<b>Scope of the review project</b>	<b>Timing</b>
UTC-controlled <i>stand-alone</i> pedestrian crossings	2019 to end of January 2020
UTC-controlled pedestrian crossings <i>at junctions</i>	2020 onwards: project funding was not secured (the Clean Air Zone has taken up resource), so it has been integrated into maintenance work, taking 3 years to complete.

#### Stand-alone crossings

Since last September's meeting, the remaining arterial routes and city centre routes have been reviewed. A 250-page technical report was produced, and also a two-page summary.

Pedestrian delay times, measured at peak and non-peak times, have been reduced where possible. About half of the crossings have been altered, and the reduction in time for altered crossings is between 25% and 80%, typically around 40% to 50%. Most wait-times do not exceed 20 seconds; the worst is 40 seconds. The changes have not impeded journey time for motor traffic. A good news story.

The review also identified 58 detectors at pedestrian crossings that were faulty, which were passed to the maintenance contractors to be fixed.

#### Crossings at junctions

Following the review of stand-alone crossings, a best practice guide has been written, which will be used by those conducting the review of crossings at junctions. The review of crossings at junctions is a very different exercise from the review of stand-alone junctions: it involves eg "re-staging" and reviewing stage lengths.

It is not possible to send to BWA a document scoping the review, because it is embedded in a specification of a longer list of maintenance jobs.

### 3 Locally-controlled crossings

Type of crossing	How they work
Vehicle Actuated (VA)	Response <i>always delayed</i> by a delay period, eg 20 seconds, being the estimated time to clear peak-time traffic after a crossing has been used
Pre-Timed Max (PTM)	Response <i>always instant</i> , as long as it is after a delay period, eg 20 seconds, since the crossing was last used, being the estimated time to clear peak-time traffic.

PTM is clearly better for pedestrians.

BCC has an online map of traffic signals by site, with the ability to drill down into the technical set-up at each site (not user-friendly). BCC does not have a summary analysis of the mix of signals by VA/PTM, either by number or location. But this is a job that might be done – **action**: James will consider.

Crossings can continue to function for as long as 30 years. Individual crossings do fail, and have to be replaced, and this is an opportunity to switch to a Puffin crossing – which is also a change from VA to PTM. Recent examples have been:

- Broad Walk, Knowle
- Clouds Hill, St George
- Little Thatch, Wells Road, Whitchurch.

The budget allows only 2 or 3 new crossings a year. Before budget cuts and cost increases, it was 7 to 9. James would like the budget to be increased.

### 4 Other developments

#### Use of data

Jackie is working to make pedestrian delay data available for more detailed analysis. The next step is to get the data added to the council's data warehouse – Jackie has sent a proposal to James for consideration. Later, it may be possible to make this available more widely, via the BCC Open Data Team.

### 5 Q&As

Q: has BCC looked at increasing the crossing time to make allowance for older people ?

A: this is a misconception: traffic signals do not work like that. There is a required minimum green for pedestrian time, which is applied to all crossings. This is only changed where there are complaints: there have been one or two examples. On Puffin crossings, the green man is an 'invitation to cross', they have a detector which keeps it green for pedestrians whilst they are still crossing, and motor vehicles are held on red until pedestrians have safely crossed the road.

Q: the public does not understand crossings: is education is needed ?

A: BCC road safety officers go into schools. **Action**: James will check the information on the BCC website, and check it against government guidelines.

Q: CIL money has been allocated for a crossing of St Luke's Road, by Victoria Park. Is this task with James's team ?

A: yes, the money will be allocated to the team. The team has capacity to design and install a new crossing.

## 6 List of specific problem crossings

Many of the following problem crossings will not get reviewed until they are addressed in the review of UTC-controlled pedestrian crossings at junctions (see 2 above).

Location	Issue	Response
<b>REVIEWED</b>		
Outside Browns restaurant near the Wills building at Clifton Triangle	The red light seems to come up after just a few seconds of it showing green.	[same response for both crossings] No change. The Green man period is not meant to get you all the way across the road, it is an invitation to begin crossing – there is an all red period before motor traffic gets the green light, which is intended to get you the rest of the way across the road. Currently, the green man is 8s, which is more than the LTN 2/95 standard of 5s for a crossing of this width.
Crossing over Queens Road at the Triangle adjacent to Waitrose. <a href="#">Map</a>	Long wait and very short green man phase. Vehicles move off as soon as green man flashes despite people being in the road.	
<b>REVIEW DEFERRED TILL REVIEW PROJECT GETS TO IT (in all cases expected within 18 months)</b>		
Temple Gate, adjacent to station approach <a href="#">Map</a>	Long wait time and 2 phase crossing.	Will be reviewed when <b>junction-related</b> crossings are reviewed
Anchor Road pedestrian crossing (links Library with Millennium Square). <a href="#">Map</a>	Very long wait time.	<b>Will be reviewed by the end of January 2020</b>
Bond Street near McDonalds. <a href="#">Map</a>	Very long wait time and a 2 phase crossing.	<b>Will be reviewed by the end of January 2020</b> as part of city centre main roads. Long wait-times acknowledged. Conflict with multiple lanes of heavy traffic.
Bond Street near House of Fraser. <a href="#">Map</a>	Very long wait time and a 2 phase crossing.	Will be reviewed when <b>junction-related</b> crossings are reviewed
Clarence Road, east of Bedminster Bridge Roundabout. <a href="#">Map</a>	Very long wait	Bedminster Bridge pedestrian crossings will be reviewed by the end of January 2020
Cranbrook Road, near Zetland Road. <a href="#">Map</a>	Very long wait time for pedestrians	Will be reviewed when <b>junction-related</b> crossings are reviewed
College Green junction with Anchor Road. <a href="#">Map</a>	Pedestrian space is far too small for such heavy footfall.	Will be reviewed when <b>junction-related</b> crossings are reviewed
Upper Maudlin Street outside the main BRI/BRHC entrances	crossing towards the hospitals requires pedestrians to wait to cross to the middle and then to wait again to cross the other carriageway	Will be reviewed when <b>junction-related</b> crossings are reviewed
Marlborough Street near its junction with Upper/Lower Maudlin Street.	this crossing takes on average 1-2 minutes for the lights to change and then pedestrians get 8 seconds to cross	Will be reviewed when <b>junction-related</b> crossings are reviewed. (The vehicle entrance to the BRI is a junction.)
Bristol Bridge – the crossing from Baldwin Street to Castle Park	Long pedestrian wait times, because of the long sequence of traffic light	Will be reviewed when <b>junction-related</b> crossings are reviewed.
the crossing from the Cenotaph to the southern part of the Centre	The crossing is very wide, and the lights for the pedestrian seem to be at red for a long time whilst no buses are passing through	Will be reviewed when <b>junction-related</b> crossings are reviewed.
<b>REVIEW DEFERRED UNTIL THERE IS A CHANGE OF EQUIPMENT</b>		
Whiteladies Road / St Pauls Road / Tyndalls Park Rd. <a href="#">Map</a>	No provision for crossing from the north side of St Pauls Rd to north side of Tyndalls Park Rd. Would like to see pedestrians able to cross over all arms of this junction ideally in one go.	This is under an old inflexible system (RMS). The technology is no longer supported and it will have to come under SCOOT in the next few years. When this happens, the crossing configuration could be reviewed.