



# Committee Report

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**PURPOSE:** Final Decision Report

**KEY OR NON-KEY DECISION:** Key decision affects 2 or more wards

**COMMITTEE:** Transport and Connectivity Committee

**DATE:** 20 March 2025

**TITLE:** Pedestrian priority at stand-alone push button crossings in Bristol  
City wide roll-out of Pre-Timed Max settings on signal controlled stand-alone push button pedestrian crossings

**Ward(s):** City wide

**Officer presenting the report:** Shaun Taylor    **Job title:** Head of Highways

**Committee Chair:** Councillor Ed Plowden

**Executive Director lead:** John Smith: Executive Director for Growth & Regeneration

**Proposal origin:** Committee Chair

**Purpose of Report:**

To seek approval to the roll-out of Pre-Timed Max settings on signal controlled stand-alone push button pedestrian crossings across the city.

**Evidence Base / Options to consider:**

1. A Pre-Timed Max setting on a stand-alone push button pedestrian crossing will minimise the pedestrian wait time when the button is pushed, regardless of whether traffic is approaching.
2. The Pre-Timed Max setting works in practice in exactly the same way as current arrangements, so a pedestrian would push the button and wait for the green person symbol. On receiving the invitation to cross, the green person symbol is activated, and the crossing audibles sound and tactile cone rotates (for visually impaired pedestrians) inviting you to cross.
3. A Pre-Timed Max setting of 30 seconds means that if no one has used the crossing in the last 30 seconds, the green person symbol will be prompt on demand. The crossing will stay in this state of instant response until a pedestrian pushes the button and crosses. After the green person symbol is finished, the timer of 30 seconds starts ticking; before the crossing returns to a state of prompt response again. This both ensures traffic doesn't get too congested, and that pedestrians get regular prompt demand. A simpler way of explaining is that if no one has used the crossing in the last 30 seconds, the green person symbol will be prompt to pedestrians when they push the button.

4. For information, there are three main types of stand-alone pedestrian crossings, that are covered by this piece of work (see Appendix A2 for more information):
- Pelican crossings
  - Puffin crossings
  - Toucan crossings

*Advantages of proposal:* proposals align with the road user hierarchy (Joint Local Transport Plan 4 and national policies), whereby pedestrians should be given the highest priority when considering highway designs. Proposals also align with Bristol Walking Alliance aspirations for the city and their '50 ways to better walking' document; and also in terms of promoting Active Travel generally.

*Disadvantages of proposal:* the officer time and cost to deliver the changes. Pre-Timed Max settings could cause localised traffic congestion at times. Repeat visits may be required to Pre-Timed Max sites to reload the settings after a controller fault or power outage, for example.

Advice on the use of Capital expenditure from Finance has confirmed that 'upgrade of existing signals installations is permitted'. Therefore, we would use our existing signals Capital budget pay for the upgrade to PTM.

Officers would continue to monitor sites that are converted to Pre-Timed Max, and if they find any significant issues or delays to other modes of transport (particularly Public Transport) then we reserve the right to return the crossing to local control, as appropriate. We also value input from members of the public and if they notice a traffic signals fault, there is a free phone number available to use to report traffic signal faults - **0800 854229**.

#### **Officer Recommendations:**

That the Transport and Connectivity committee approve the roll-out of Pre-Timed Max on stand-alone pedestrian crossings across the city.

#### **Corporate Strategy alignment:**

1. Children and Young People: Better transport connectivity increases independence particularly among younger people and helps to maintain inclusivity. Improving active travel infrastructure also benefits health and wellbeing among young people.
2. Economy and Skills: A comprehensive, frequent, connected, and accessible sustainable transport network improves access to jobs and training and enabling development and economic growth.
3. Environment and Sustainability: The project is aligned with the aim of decarbonising transport, improving air quality, and contributing to the ecological recovery and Bristol's target of becoming carbon neutral by 2030.
4. Health, Care and Wellbeing: Improving infrastructure for active travel helps to create healthier, more resilient communities and tackling the root causes of poverty.
5. Homes and Communities: Providing better sustainable transport options in new developments and reducing reliance on the private car enables citizen inclusivity in all aspects of life.
6. Transport and Connectivity: Creating quieter, cleaner, safer roads where more people choose to walk, or cycle.

## City Benefits:

1. To promote and increase the proportion of journeys undertaken by walking and cycling.
2. To positively impact citizens' health with the provision of infrastructure to prioritise active travel.

## Consultation Details:

Feedback from councillors (where we have already taken the opportunity to update a small number of crossings to Pre-Timed Max settings within their wards on an ad hoc basis) has been overwhelmingly positive:

Ward Councillor:

"The instant Green man is going down very well in BaAD [Bishopston & Ashley Down], and they all seem to want one now!"

"I've told the resident in question who contacted us and he is equally delighted"

## Background Documents:

[Bristol Walking Alliance 50 Ways to Better Walking](#)

<b>Revenue Cost</b>	£	<b>Source of Revenue Funding</b>	N/A
<b>Capital Cost</b>	£20,720	<b>Source of Capital Funding</b>	City Region Sustainable Transport Settlement (CRSTS)
<b>One off cost</b> <input checked="" type="checkbox"/>	<b>Ongoing cost</b> <input type="checkbox"/>	<b>Saving Proposal</b> <input type="checkbox"/> <b>If yes - existing or new saving?</b> N/A <b>OR Income generation proposal</b> <input type="checkbox"/>	

## Professional comments section:

**1. Finance Advice:** This report requests approval to adjust pedestrian crossings across the city so that, when pedestrians push the button on traffic lights, the light will turn amber for drivers immediately unless it has been used in the last thirty seconds. There is a minimal costs associated with this change as it simple requires an adjustment to existing traffic light signals.

**Finance Business Partner:** Ben Hegarty, Finance Business Partner Growth and Regeneration, 11 February 2025.

**2. Legal Advice:** There are no specific legal implications arising from this report.

**Legal Team Manager:** Joanne Mansfield 4 February 2025

**3. Implications on IT:** I can see no implications on IT regarding this activity.

**IT Team Leader:** Alex Simpson – Lead Enterprise Architect – 27 January 2025

**4. HR Advice:** There are no HR implications evident

**HR Partner:** 25 February 2025

## APPENDICES

<b>Appendix A1 – Further essential background / detail on the proposal</b>	<b>YES</b>
<b>Appendix A2 – Members Development Session. An introduction to pedestrian signalised crossings</b>	
<b>Appendix B – Equality Impact Assessment (EqIA)</b>	<b>YES</b>
<b>Appendix C – Environmental Impact Assessment</b>	<b>YES</b>
<b>Appendix D – Decision Risk Assessment</b>	<b>NO</b>
<b>Appendix E – Exempt Information</b>	<b>NO</b>
<b>Appendix F – Details of consultation carried out - internal and external</b>	<b>NO</b>
<b>Appendix G – Options appraisal matrix</b>	<b>NO</b>
<b>Appendix H – Business case / financial analysis</b>	<b>NO</b>