

**REGULATORY COMMITTEE**  
**10<sup>th</sup> APRIL 2002**

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**SALISBURY: BRIDGE STREET - OBJECTIONS TO**  
**THE CONVERSION OF A PELICAN CROSSING**  
**TO A ZEBRA CROSSING**

**Purpose of Report**

1. To consider an objection to the advertised conversion of a pelican crossing to a zebra crossing and to recommend implementation of the proposals.

**Background**

2. In May 2001 new traffic signals were installed at the junction of High Street and Bridge Street in order to assist pedestrians crossing from St. Thomas' Square to High Street. Since that time local concern has been raised about the phasing between the existing pelican crossing signals and the High Street/Bridge Street signals and the additional delays caused to motorists. Furthermore, in January 2002 additional pedestrian facility was incorporated within the High Street/Bridge Street signals on the Bridge Street arm and this provides an alternative controlled facility to help pedestrians cross.
3. As part of a separate scheme, design work has progressed on the Fisherton Street enhancement scheme. A philosophy of providing zebra crossings on a raised platform was adopted for this scheme as the most appropriate way of assisting pedestrians to cross. The western end of Bridge Street is included in this enhancement scheme and it is opportune to convert the pelican to a zebra to achieve consistency with the other crossing facilities in Fisherton Street. It is considered that the conversion to a zebra will also address the concerns raised about delays to motorists without compromising pedestrian safety.
4. A plan of the area is attached at **Appendix 1**.

**Objections**

5. One letter of objection has been received, a copy of which is available in the **Members' Room** and from the Environmental Services Department prior to the meeting.

**Considerations**

6. The objector's main concern relates to westbound motorists' inability to see pedestrians crossing from the north side of Bridge Street when there is a queue back from the High Street/Bridge Street signals, or from a bus in the bus stop located to the east of the crossing. The objector suggests that a greater green time be given for pedestrians and that a yellow box marking be provided in the eastbound lane to the east of the crossing.

7. The amount of green time given to pedestrians at a light controlled crossing is set down by national criteria. The existing pelican crossing is set to adhere to this criteria and it is not possible to increase the green time. A yellow box marking can only be used to keep a junction clear of queuing traffic. Its use to provide a 'visibility gap' is not permitted.
8. It is intended that the zebra crossing be installed on a flat top ramp which will slow approaching vehicles from both directions. As stated above, this philosophy has been adopted for the other zebra crossings in Fisherton Street. The ramps will be in a contrasting colour to the main carriageway to help draw motorists' attention to them. It should also be borne in mind that both Bridge Street and Fisherton Street fall within the City Centre 20 mph zone and that the ramps will help with compliance of the 20 mph limit.
9. The advertised zebra was shown on the advert plans as being at the minimum width of 2.4 metres. As part of the detail design for the scheme, and taking into account the objector's comments, the crossing has been reassessed and it would be appropriate to allow for a width greater than the minimum. This would have the effect of increasing the conspicuity of the crossing and of the pedestrians using it. A width of 4.0 metres is considered to be appropriate as this matches the width of the current raised zebra located near Malthouse Lane and would help with consistency of approach on the Fisherton Street corridor.

### **Conclusion: Options Considered**

10. Implement the proposal as advertised.
11. Implement the proposal as amended.
12. Abandon the proposal.

### **Recommendation**

13. That:-
  - (i) The proposal be implemented as amended;
  - (ii) The objector be informed accordingly.

### **Reason for Recommendation**

14. It is considered that a widened zebra crossing on a raised platform will overcome the concerns raised by the objector and provide a safe means to enable pedestrians to cross.

**RICHARD J. LANDER**

Director of Environmental Services

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**The following unpublished documents have been relied on in the preparation of this Report:**

Letter of objection.

**Environmental impact of the Recommendations contained in this Report:**

None.