Push Button Pedestrian Signals.

Pedestrian Operated Signals at crossings give the only mechanical control that is fair to both pedestrians and motorists. They give definite "Stop" and "Go" periods. The vehicular traffic is never stopped unless the signals are operated by pressing the button.

The cost of a set of signals for a crossing varies from £85 to £120. The signals described in this leaflet have been in successful operation in various parts of Great Britain and abroad for more than ten years.

BRIEF DESCRIPTION OF THE OPERATION OF SIGNALS.

Push the button.

Wait until traffic STOPS then cross the road.

The usual cycle is

	Pedestrians	Vehicles
10 seconds	"CROSS NOW"	Red "STOP"
20 seconds	"DON'T CROSS"	Green "GO"

The times may be varied to suit road conditions.

Vehicles cannot be stopped more than the pre-determined time, even if the button is pressed continuously.

The signals automatically return to "Green" for road traffic and remain at "Green" until the button is again pressed.

The pedestrian will not get the "CROSS NOW" signal until the completion of the vehicular "GO" period. This involves a wait of 3 seconds minimum to 20 seconds maximum.

The normal aspect of the signals is
"Green" allowing road traffic to "Go."
"DON'T CROSS" stopping pedestrians.

Push button signals prevent congestion and speed up traffic. They safeguard pedestrians without reducing the road space. Refuge islands on the contrary reduce the effective road space often by as much as 30 per cent and are ineffective and very costly.

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Safety at Road Crossings.

A comparison of safeguards for pedestrians proves that the Push Button Automatic "return to normal" signal is the lowest in first cost, and the most economical to install and operate.

The average cost of a set of 2 3-way signals, timer and 2 Push button controls is £100.

The average cost of maintenance including electricity is less than £5 per annum.

The Push button signal safeguards the crossing to those pedestrians who press the button, and wait until the lights controlling street traffic turn to Red, stopping vehicles.

It gives all classes of road user a fair deal and saves the congestion of traffic at existing Belisha crossings. It speeds up traffic by giving clear and definite signals readily understood by pedestrians and motorists and does away with the annoying delay and uncertainty now experienced at every busy crossing. Foot passengers hesitate—step on the roadway—step back, etc. and approaching motorists—equally hesitant, respond by braking their cars—then speeding up, etc. All this causes delay and congestion to traffic. Eventually, owing to this uncertainty some unfortunate pedestrian will be injured or killed and the unlucky motorist concerned will be prosecuted—all due to the lack of signals.

The public is signal minded these days and push button signals are implicitly obeyed by motorists and pedestrians.

What chance to cross the road has a child; a sick, blind, aged or lame person without assistance?

One of the inspiring sights of to-day is to watch the procession of incapacitated people—men on crutches—with a limb missing—the sick—the blind—the maimed in bath chairs—small children crossing the road in safety and confidence to the Royal Infirmary, Manchester.

One pressure on the button—the road signals change from Green to Red—the traffic halts at the stop lines and a safe lane opens in the traffic—a lane bedged often by a treble line of vehicles in either direction.

The alternatives to push button control are expensive. Police control is effective but most costly.

At many Belisha crossings, policemen are engaged

1. To stop the trickle of pedestrians so that motorists may proceed.
2. To stop the motorists so that the pedestrians may cross the road.

Subways and bridges on arterial roads cost from £3,500 each upwards. £3,500 would install 35 sets of push button signals.

Experience shows that pedestrians will not be forced to use subways and bridges. It is necessary to have police at each end to persuade them to cross by the means provided. Even then there will always be some people who cannot, because of their physical infirmities, descend into the subway or ascend the bridge and the vehicular traffic will have to be stopped to permit them to cross the road.

There is again the independent individual claiming that the pedestrian has first right to the road, who will always assert his right to cross the roadway, and will argue with some reason that it is unfair to provide a highway for fast vehicular traffic and force the pedestrian to use a bridge or subway.

Push button signals apportion in fair shares the times the road may be used for pedestrians and motorists.

Push button signals exercise control over traffic at adjacent crossings by breaking up traffic on either side of the crossing into single line—making it easier for pedestrians to cross at all adjacent crossings for some distance after the push button has stopped the traffic.

Enormous sums are spent in providing traffic signals at intersections, and these signals are mainly, if not, entirely in the interests of motorists.

Surely some portion of the money available should be spent in providing crossing signals for pedestrians.

"Forest City" Crossing Signals.

The standard crossing installation consists of :—

1—Timer.
2—Push button plates.
2—3 light signals with adjustable faces shewing UP and DOWN the road, with Red, Amber and Green lenses and
2—2 light signals shewing across the road, with the words
DONT CROSS in place of Red lense and
CROSS NOW in place of Green lense.

One set of signals is fixed at each side of the road at the crossing. A push-button control is clamped to each signal post.

The normal aspect of the signals is :—

Green — Showing up and down the road, permitting vehicular traffic to "GO."

Don't Cross — In Red, showing across the road warning pedestrian traffic to "STOP."

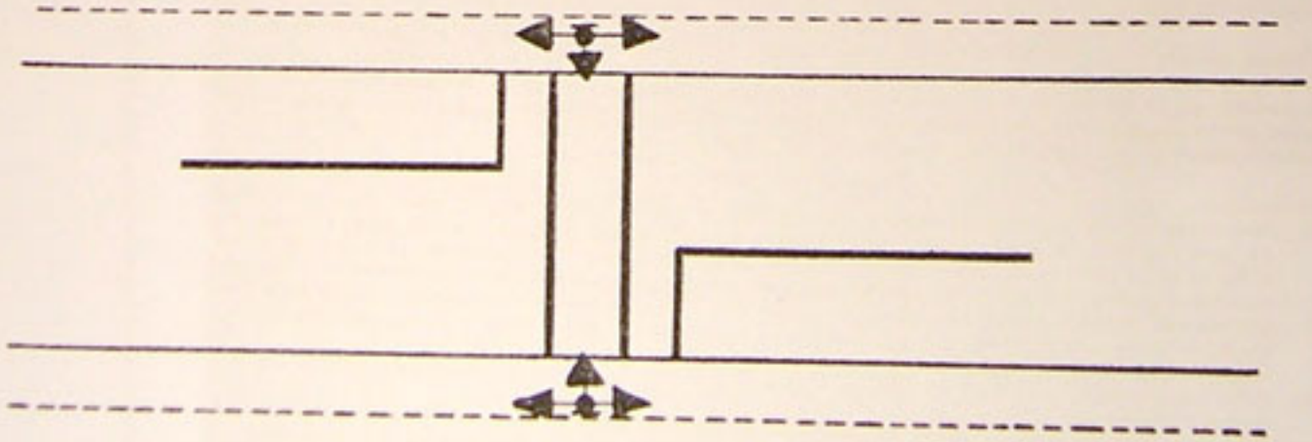
Pressure on either button causes the "GO" signal aspects after a short interval to change to Amber, then to—

Stop — In Red, showing up and down the road, stopping vehicular traffic, while the "Don't Cross" changes to

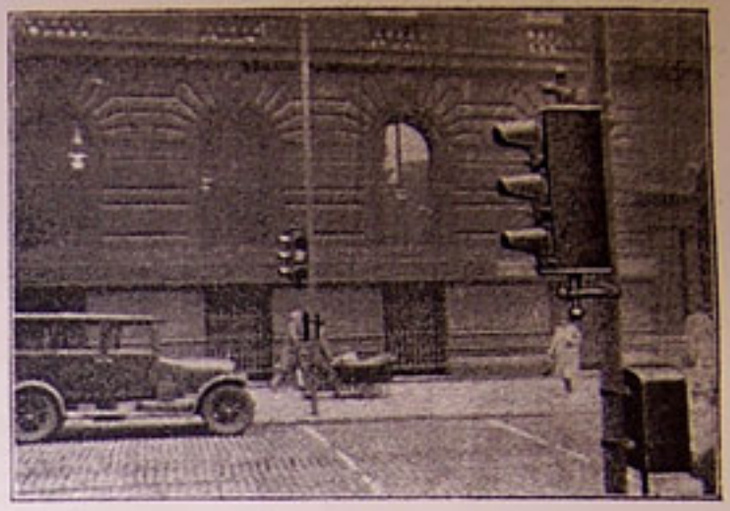
Cross Now — In Green, showing across the road permitting pedestrian traffic to "GO."

Pressure on the button gives a definite STOP signal to motorists for a predetermined period—usually 10 seconds. After the STOP period has expired the signals **automatically return to GREEN** allowing road traffic to proceed for a fixed period, usually 20 seconds, and the **road traffic cannot again be stopped until this time has elapsed.**

Modifications and changes may be made in the signals and controls to suit requirements, and the length of cycle can be altered to suit local conditions.



Pedestrian crossing on 2-way street.



Pedestrian crossings on one way Streets.

Crossing signal at school crossing.