

PROVIDING GUIDANCE TO MANUFACTURERS AND USER COMMUNITIES

GUIDANCE ON USE OF PRETIMED MAX AT STAND ALONE SIGNALISED CROSSINGS



Introduction

LTN 2/95 (The Design of Pedestrian Crossings) included operational cycle and timing information for Pelican, Puffin and Toucan Crossings. This publication was withdrawn on 6th December 2019 and was superseded by Traffic Signs Manual Chapter 6 (Traffic Control).

With the release of Traffic Signs Manual Chapter 6, this guidance was modified and replaced with operational cycle and timing information for Nearside Crossings, Farside Crossings without Countdown, and Farside Crossings with Countdown. Additional information is also now provided for Signal-Controlled Pedestrian Facilities (Pedex).

The original LTN 2/95 included guidance within Period 1 (vehicle running time) of the operational cycle for Puffin Crossings related to the operation of the maximum timer, referred to as 'pretimed max'. This allowed the maximum vehicle green timer to commence at the start of the vehicle green and not the

pedestrian demand. This guidance was also included in Period A (vehicle running time) for Pelican Crossings which are no longer included Traffic Signs Manual Chapter 6.

Within Traffic Signs Manual Chapter 6, the reference to the operation described above as 'pretimed' max and reference to the term was removed from Period 1.

ARTSM Recommendation

It is recommended that the vehicle running time period behaviour previously described as 'pretimed max' should only be adopted following careful consideration at standalone signalised pedestrian-controlled sites.

Rationale for applying pretimed max should be fully documented within the design risk assessment for the site and the design should include factors such as the posted and 85th percentile speed of the road and the timetabled operation of this behaviour to enable it only when necessary.

ARTSM, WG4

September 2025

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