

PROVIDING GUIDANCE TO MANUFACTURERS AND USER COMMUNITIES

GUIDANCE ON USE OF PRETIMED MAX AT STAND ALONE SIGNALISED CROSSINGS v2



Introduction

This Guidance replaces the Guidance dated September 2025 following feedback received from industry.

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 This publication was withdrawn on 6th December 2019 and was superseded by Traffic Signs Manual Chapter 6 (Traffic Control).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.

The vehicle running behaviour previously described as ‘pretimed max’ can be used as part of a wider ‘toolkit’ for engineers. It is a particularly effective tool for reducing pedestrian delay and is often implemented to support active travel policies.

ARTSM Recommendation

As with any mode of operation, the suitability of ‘pretimed max’ operation should be considered on a site-by-site basis. For example, at crossings with large volumes of pedestrians, it may offer less significant pedestrian benefit over other modes of control – at least during the busiest parts of the day – since consecutive pedestrian demands will tend to result in pedestrian waiting time being at, or close to, the maximum vehicle green timer value. In those cases, the maximum vehicle green timer values (or plan timings depending on the mode of control) may become the overriding consideration to manage pedestrian waiting times.

It is recommended that, at higher speed standalone signalised pedestrian-controlled sites, the vehicle running time period behaviour previously described as ‘pretimed max’ should only be adopted following careful consideration. In these cases, the 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.

Additional measures could be considered, such as the implementation of a ‘gap-out timer’ to allow a small amount of gap seeking before entering ‘pretimed max’ operation. This would enable much of the responsiveness of ‘pretimed max’ operation to be retained whilst reducing the probability of vehicles being in the ‘dilemma zone’ when the signals change.

ARTSM, WG4

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