

Signing for cyclists and pedestrians
THE PEP
(Transport, Health and Environment
Pan-European Programme)

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Introduction

- **THE PEP within the Transport Division of UNECE.**
- **It aims to bring together key players from the three sectors on an equal footing: Transport, Health and Environment.**
- **Thus it contributes to a greener economy, safeguarding health and environment.**
- **A workshop organised in Batumi, Georgia in September 2010 dedicated to promoting walking and cycling.**
- **France offered to fund a summary of existing measures or those under negotiation at international level concerning signs applicable for cycle lanes or pedestrian routes and travel time on foot or by bicycle.**



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The study on signs for cyclists and pedestrians

- Study focuses on all signs in this domain: temporary, touristic, direction, etc...
- Questionnaire issued in 2011, with 2 main objectives: state-of-the-art + best practices.
- Questionnaire considered and analysed in 2012 even if some countries are still missing.
- A sample of 10 countries has been selected allowing to write 2 fact sheets: one for cycling signs + one for walking signs.



















First lessons from this study (1)

- In every country the State is in charge of defining the legislation in this matter, in accordance with the Vienna Convention.
- Local authorities are “only” applying.
- That is the case in « centralised » countries like Denmark, Norway, UK, France, for instance.
- That is less the case in « federal » countries like Germany, Belgium, Austria, where the State defines a framework for the direction signs (as an example) and the region defines the sign within this framework.

First lessons from this study (2)

- In many countries there is an involvement of associations which:
 - propose and discuss legislation,
 - issue guidelines for implementation,
 - and communicate.
- Example: cycling signs in UK. Local authorities are in charge of local cycling policy but rules for signs are defined at national level + some NGOs play an important role.

First lessons from this study (3): UK cycling signs

| | | | |
|---|---|---|---|
|  | Itinéraire à suivre pour rejoindre le réseau national |  | Panneaux de pré-signalisation routière indiquant un itinéraire cyclable |
|  | Tourner à gauche pour suivre l'itinéraire national |  | |
|  | Continuité de l'itinéraire national au prochain carrefour |  | |
|  | Balissage du réseau national |  | |
|  | Destination touristique |  | Réseau cyclable régional |
|  | Panneau d'indication de direction/distance placé sur un itinéraire national et régional |  | Exemple d'aménagement cyclable en carrefour |
|  | Itinéraire recommandé |  | Indication de deux itinéraires différents au prochain carrefour |
|  | Tourner à droite pour suivre l'itinéraire régional |  | Jalonnement d'un parking pour vélos |
|  | Panneaux de police caractérisant l'itinéraire national suivi | | |
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Next steps

- **Some countries data are still missing = to be collected.**
- **Then fact sheets for cyclists and pedestrians have to be done for each country (like in UK) and validated.**
- **Report on the outcomes of the different workshops organised in 2013 to be shared with WP 1 → inclusion in RE 2 and/or Vienna Convention.**
- **Strategic ministerial meeting of THE PEP in April 2014 in Paris.**



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Thank you for your attention



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