

1968 Conventions on Road Traffic  
and on Road Signs and Signals:

# Cycles

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**UNECE**

# **1968 Convention on Road Traffic**

## Article 1

(g) bis “Cycle lane” means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings;

(g) ter “Cycle track” means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means;

(v) “Driver” means any person who drives a motor vehicle or other vehicle (including a cycle), or who guides cattle, singly or in herds, or flocks, or draught, pack or saddle animals on a road;

## Article 27

4. Where cycle lanes or cycle tracks exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances, they may authorize moped drivers to use the cycle lane or cycle track and, if they consider it advisable, prohibit them

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from using the rest of the carriageway. Domestic legislation shall specify under what conditions other road users may use the cycle lane or cycle track or cross them, maintaining cyclists' safety at all times.<sup>44</sup>

# **1968 Convention on Road Signs and Signals**

## Article 23

13. In cases where traffic light signals apply to cyclists only, this restriction may be clarified, if to do so is necessary in order to avoid confusion, by including the silhouette of a cycle in the signal itself or by using a signal of small size supplemented by a rectangular plate showing a cycle.

## Article 26

1. The marking of lanes reserved for certain categories of vehicles, including cycle lanes, shall be by means of lines which should be clearly distinguished from other continuous or broken lines on the carriageway, notably by being wider and with less space between strokes.



#### 14. Cyclists entering or crossing

- (a) Warning of a point at which cyclists frequently enter or cross the road shall be given by symbol A, 14.
- (b) The symbol may be reversed.

**A, 14 (A-14.0) gives warning of a point at which cyclists frequently enter or cross the road. The symbol on this sign may be reversed.**

**Images of permitted variants of A, 14 (A-14.0) sign:**



**reversed symbol:**



**reversed symbol:**



C, 3<sup>c</sup> "NO ENTRY FOR CYCLES"

**NO ENTRY FOR CYCLES**

C, 3 c (C-03.3) notifies that entry is prohibited for cycles "~~NO ENTRY FOR CYCLES~~"

Image of a permitted variant of C, 3 c (C-03.3) sign:



ECE/TRANS/WP.1/2020/5/Rev.1

## 4. Compulsory cycle track

Sign D, 4 "COMPULSORY CYCLE TRACK" shall notify cyclists that the track at the entrance to which it is placed is reserved for them, and shall notify the drivers of other vehicles that they are not entitled to use that track. Cyclists shall be required to use the track if the track is running along a carriageway, footpath or track for riders on horseback and leading into the same direction. However, drivers of mopeds shall also be required, in the same conditions, to use the cycle track if domestic legislation so provides or if notification of this requirement is given by an additional panel bearing an inscription or the symbol of sign C, 3<sup>d</sup>.

### 4. Compulsory cycle track

#### COMPULSORY CYCLE TRACK

Sign-D, 4 a (D-04.1) "COMPULSORY CYCLE TRACK" shall notify cyclists that the track at the entrance to which it is placed is reserved for them, and shall notify the drivers of other vehicles that they are not entitled to use that track. Cyclists shall be required to use the track if the track is running along a carriageway, footpath or track for riders on horseback and leading into the same direction. However, drivers of mopeds shall also be required, in the same conditions, to use the cycle track if domestic legislation so provides or if notification of this requirement is given by an additional panel bearing an inscription or the symbol of sign C, 3 d (C-03.4).

Image of D, 4 a (D-04.1) sign:



#### END OF COMPULSORY CYCLE TRACK

D, 4 b (D-04.2) notifies cyclists of the end of the compulsory cycle track. This sign shall be identical to sign D, 4 a (D-04.1), except that it shall be crossed by an oblique red band or, preferably, red parallel lines forming such a band sloping down from right to left. The band can be interrupted when crossing the symbol. If not interrupted, the red band shall be placed over the symbol.

Notwithstanding the provisions of Article 6, paragraph 1 of this Convention, this sign may be placed on the reverse side of the sign D 4 a (D-04.1) for cyclists coming in the opposite direction.

Image of a permitted variant of D, 4 b (D-04.2) sign:



ECE/TRANS/WP.1/2020/5/Rev.1

## 11. Remarks concerning the combination of signs D, 4; D, 5 and D, 6

(a) Notification that a path or track is reserved to two categories of road users and prohibited to other users shall be indicated by a mandatory sign bearing the two symbols for the categories of users entitled to use the path or track at the entrance to which it is placed.

(b) When the symbols are placed side by side on the sign and separated by a vertical line through the centre of the sign, each symbol shall be understood to mean that the relevant category must use the side of the path or track reserved for that category and shall notify other road users that they are not entitled to use that side. The two sides of the path or track shall be clearly separated, by physical means or road markings.

(c) When the symbols are placed one above the other, the sign shall notify the relevant categories of users that they may jointly use the path or track. The order in which the symbols are placed shall be optional. Where necessary the precautions to be taken by both categories of users shall be laid down in domestic legislation.

Sign D, 11<sup>a</sup> and D, 11<sup>b</sup> are examples of the combination of signs D, 4 and D, 5.

### COMPULSORY PATH OR TRACK FOR TWO CATEGORIES OF ROAD USERS

**D, 11 a (D-05.1) notifies the two categories of road users depicted by symbols on this sign that the path or track, at the entrance of which the sign is placed, is reserved for them; and notifies other road users that they are not entitled to use that path or track. The road users depicted by symbols on this sign shall be required to use that path or track.**

**When The symbols are placed side by side of the road users shall be placed side by side on this sign and separated by a vertical line through its centre.** Each symbol shall be understood to mean that the relevant category must use the side of the path or track reserved for that category and shall notify other road users that they are not entitled to use that side. The two sides of the path or track shall be clearly separated, by physical means or road markings.

Image of an example of D, 11 a (D-05.1) sign:



## Article 27

5.<sup>22</sup> To mark cyclist crossings, either transverse lines, or other markings which cannot be confused with those of pedestrian crossings, shall be used.

<sup>22</sup> See also point 4 of the Annex of the Protocol on Road Markings.

### Paragraph 5

This paragraph shall read as follows:

"To mark cyclist crossings, broken lines consisting of squares or parallelograms shall be used."

## E. CYCLIST CROSSINGS

38.<sup>103</sup> Cyclist crossings should be indicated by two broken lines. The broken line should preferably be made up of squares (0.40-0.60) x (0.40-0.60) m. The distance between the squares should be 0.40-0.60 m. The width of the crossings should be not less than 1.80 m. Studs and buttons are not recommended.

<sup>103</sup> See also point 7 of the Annex of the Protocol on Road Markings.

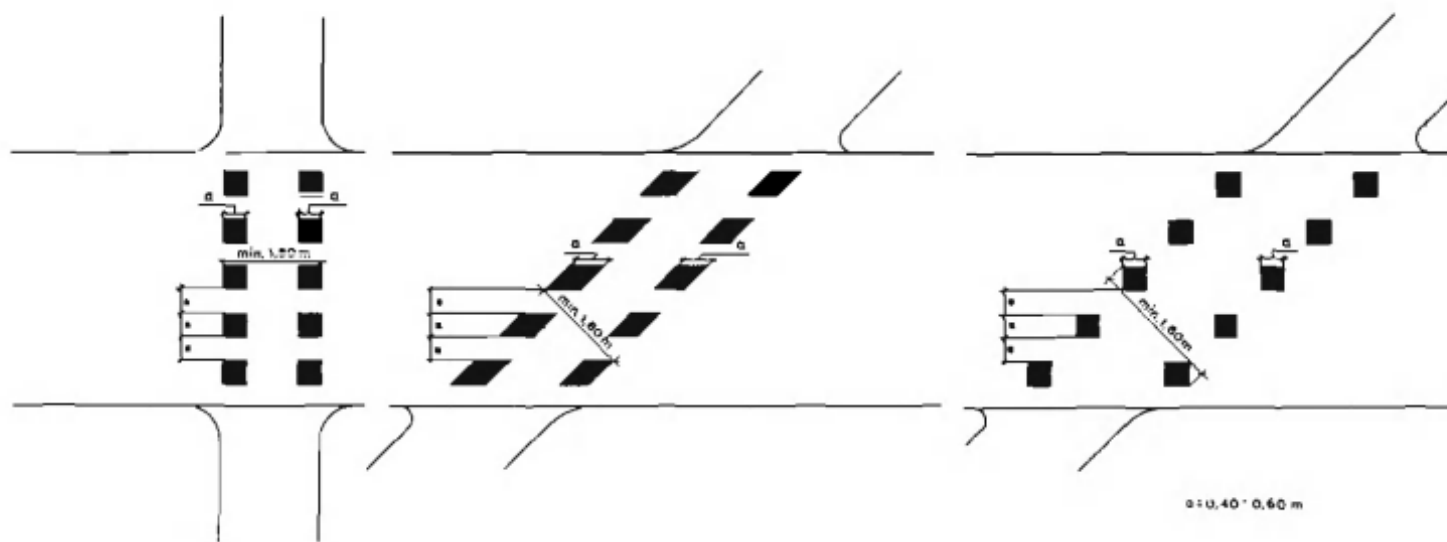
### E. Cyclist crossings

#### Paragraph 38

This paragraph shall read as follows:

"Cyclist crossings should be indicated by two broken lines. The broken line should preferably be made up of squares (0.40-0.60) x (0.40-0.60) m [(16-24) x (16-24) in.] separated by gaps equal in length to the side of the squares. The width of the crossings should be not less than 1.80 m (6 ft.) for one-way cycle tracks and not less than 3 m (9 ft. 9 in) for two-way cycle tracks. On oblique crossings the squares may be replaced by parallelograms with their sides parallel respectively to the centre line of the road and to the centre line of the track (diagram A-37). Studs and buttons should not be used. Diagram A-38 gives an example of an intersection where the cycle track is part of a priority road."

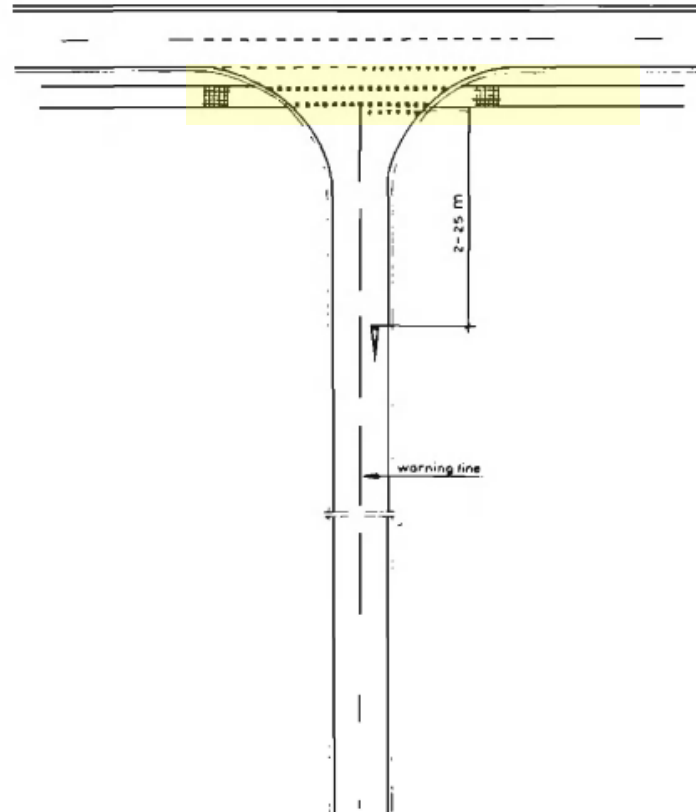
### Cyclist crossings



(For two-way cycle-tracks the minimum width should be 3.00 m)

diagram A-37

T-junction where the cycle-track also has priority.

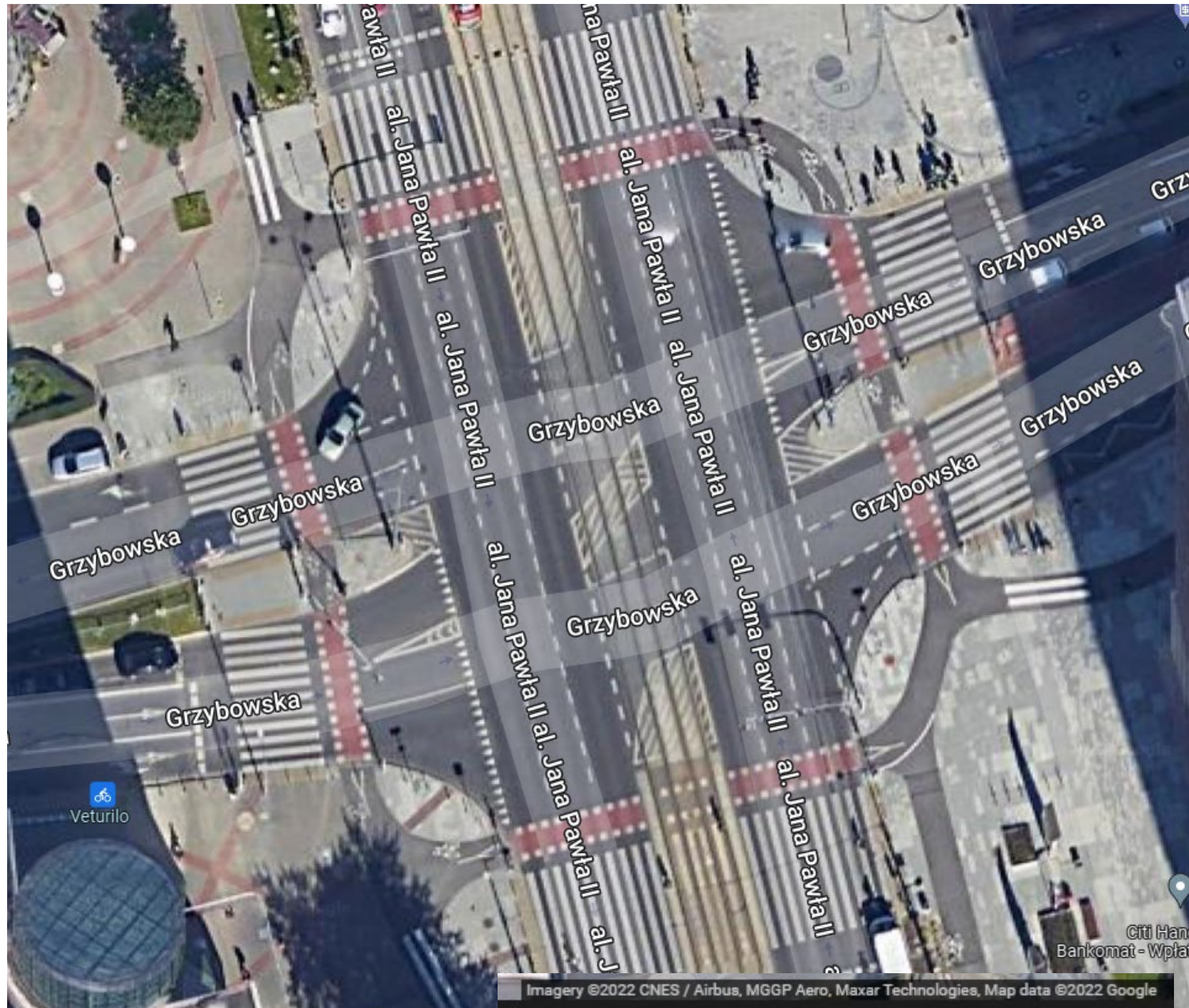
















# **Non-mandatory cycle tracks: some observations**

(e) ter. "Cycle track" means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.



**mandatory**

## Non-mandatory cycle tracks: some observations (1)

(e) ter. "Cycle track" means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.



**No sign**



## Non-mandatory cycle tracks: some observations (3)

(e) ter. "Cycle track" means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.

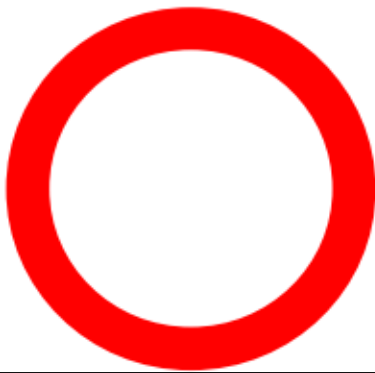
Modify to say: «signposted **or indicated by road markings** as such»





## Non-mandatory cycle tracks: some observations (2)

(e) ter. "Cycle track" means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.



**Except cycles**



**not mandatory**

**«Cycle streets»  
and  
non-mandatory cycle tracks**

## Article 1

(e) ter. "Cycle track" means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.

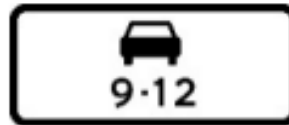
## Article 27

4. Where cycle lanes or cycle tracks exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances, they may authorize moped drivers to use the cycle lane or cycle track and, if they consider it advisable, prohibit them

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from using the rest of the carriageway. Domestic legislation shall specify under what conditions other road users may use the cycle lane or cycle track or cross them, maintaining cyclists' safety at all times.<sup>44</sup>

## «E,7X, CYCLE TRACK + optional H panel



**Sign E, 7X, NON-COMPULSORY CYCLE TRACK, shall be placed at the point where special traffic rules begin to apply on roads which are designated for cycles. An additional panel may be placed to show that , by way of exception, .....**

**D, 4**



- **Compulsory cycle track**
- **Separated from a carriageway**
- **Reserved for cyclists (pedestrians, horse riders may be allowed)**
- **No power-driven vehicular traffic allowed**
- **Cyclists shall be required to use it**



## Two scenarios



- **Non-compulsory cycle track**
- **Separated from carriageway**
- **Designated for cyclists**
- **Pedestrians, horse riders may be allowed**
- **No power-driven vehicular traffic allowed**

- **Non-compulsory cycle track**
- **Carriageway (whole or part)**
- **Designated for cyclists**
- **No pedestrians «allowed» (if so, use E, 17)**
- **Power-driven vehicular road traffic may be allowed**

- **Separated from carriageway**

- **When pedestrians, horse riders allowed ...**



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