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Global Forum for Road Traffic Safety

Group of Experts on Road Signs and Signals

Fifth session of informal session

Geneva, 9 May 2022

Item 3 of the provisional agenda

Submitted by Portugal

This document, submitted by Portugal, revises still to be discussed Informal document no.1/Rev.1 (4 April 2022), which pertains to “cycle crossings located at pedestrian crossings”.





Cycle crossings together with pedestrian crossings

07.03.2022

As decided by the Group of Experts on Road Signs and Signal (GE.2) in its informal session on 4 February 2022, Portugal led the sub-group related to cycle crossings combined with pedestrian crossings.





The task was to provide a brief review of existing signs, propose the preferred option/model/design and suggest a brief definition of the sign.

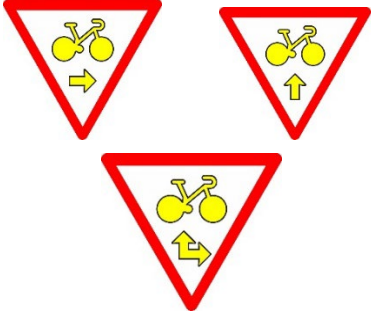




It is important to remark that in the Informal document No. 2 - Non-convention signs and related observations - (February 2019), the following signs were mentioned:

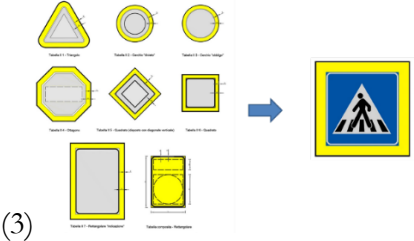



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| A |  | Dangerous due to separate pedestrian and cyclist crossings | | |
| A |  | Dangerous due to common pedestrian and cyclist crossing | | |
| E |  | Separate pedestrian and cyclist crossings | | |
| E |  | Common pedestrian and cyclist crossing | | |







In that sequence, the Representatives of ECE member States, non-ECE member States, and non-Governmental Organizations were asked to provide information about the internal regulatory solutions of each country.



The following table compiles the information received:

| Sender | Signs | Meaning/definition - Quotes |
|---|--|--|
| <p>Robert Nowak - Polish regulation</p> | <p>(1)</p>  <p>(2)</p>  | <p>(1) Means a place for cyclist to cross the road. The vehicle approaching a location marked with the sign is obliged to reduce speed in order not to endanger recurring cyclists in or into these places.</p> <p>(2) Means a place dedicated to cross the road for pedestrians and cyclists. The vehicle approaching a location marked with the sign is obliged to reduce speed so as not to endanger pedestrians and cyclists in these places.</p> <p>Poland does not differentiate whether the crossings are “separate or common” for cyclists or pedestrians.</p> |
| <p>Manio chatzopoulou - Greece</p> | | <p>The four signs on Survey are already legally used in Greece.</p> |
| <p>Beata Dambite - Latvia</p> | <p>(1)</p>  | <p>«According to regulation in Latvia, it is allowed for cyclists to cross the carriageway through pedestrian crossings, without disturbing pedestrians.» »</p> <p>(1) « “To warn about crossing with cycle line or cycle path, in some cases are used combination of priority sign “Give way” and additional sign “Information on bicycle path”. »</p> |
| <p>Denis David - France</p> | <p>(1)</p>  | <p>Like in Latvia, «we organise cycle and pedestrian crossing together and give the priority for both – cyclists and pedestrians, usually are used pedestrian crossing signs and road marking. »</p> |

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| | <p>(2)</p>  <p>(3)</p>  | <p>(1) «Pedestrians and cyclists are generally separated except at intersection where they can cross together on a shared crosswalk»</p> <p>(2) «the signs placed on traffic lights for cyclists to cross intersections are small signs (20cmx20cm)»</p> <p>(3) « greenways can accept bicycles and pedestrians, but they are outside the cities»</p> |
| <p>Nilsson Niclas - Sweden</p> |  | <p>«The sign for cyclist crossing</p> <p>This sign can only be posted if the site is designed so that vehicles maintain low speed and the road marking with a line of triangles that indicating that the driver must give way and the road marking for cyclist crossing from the protocol o road markings. »</p> |
| <p>Pia Brix - Denmark</p> | | <p>«Denmark's legislation for road traffic is such that drivers have a duty to give way to pedestrians in a marked pedestrian crossing. (...) Cyclists must dismount and walk alongside their bicycles when crossing a marked pedestrian crossing. The legislation does not allow bicycle crossings to be marked together with pedestrian crossings. »</p> |
| <p>Paolo Innocenti - Italy</p> | <p>(1)</p>  <p>(2)</p>  | <p>(1) «“Cycle crossing” warning signs a cycle crossing marked by special signs on the carriageway, on extra-urban roads and on urban roads with a speed limit higher than certain values. »</p> <p>(2) «“Cycle crossing” locates a crossing of the carriageway by a cycle path, marked by special horizontal signs. »</p> |

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| |  <p>(3)</p> | <p>Note: In Italy there is «no new proposals in the case of common crossings between pedestrians and velocipedes».</p> <p>(3) It's appointed a «fluorescent yellow frame or special rectangular panels with a fluorescent yellow background designed to contain, in addition to the specific signal, also any inscriptions or panels.»</p> |
| <p>Tuomas Österman - Finland</p> | <p>Cycle crossing sign (national code B7):</p>  | <p>«This sign is also mirrored the same way as the pedestrian crossing sign. It may only be used when there is a structural raising on the crossing (e.g. a hump over the whole crossin) and therefore is usually used only when the speed limit is 30 or 40 km/h.</p> <p>This is a yielding sign and it means in practice the same for the crossing as the Convention sign B,1 and it may not be used in combination with the Convention signs B,1 or B,2a.</p> <p>In Finland the pedestrian crossing and the cycle crossing signs are always separate signs (we believe that the readability of one sign with both symbols would be poor) but may be mounted above each other's (pedestrian crossing sign above the cycle crossing sign).»</p> |
| <p>Ivo Bischof - Swiss</p> | | <p>Swiss «has no special sign for a common or separate pedestrian/cycle crossing. Cyclists s are allowed to cross a pedestrian crossing while driving provided that they do not interfere with pedestrians using the crossing or oncoming vehicles.»</p> |
| <p>Bernhard Kollmus - Germany</p> | | <p>«In Germany, there is no specific sign "cycle crossings together with pedestrian crossings" - they have to be indicated separately as pedestrian crossing and "give way" (in that case for cyclists).»</p> |
| <p>Portugal</p> | <p>(1) </p> <p>(2) </p> | <p>(1) «A17a — "Cycle crossing": indication of the approach of a cycle crossing; »</p> <p>(2) «H7a — "Cycle crossing": indication of the location of a passage for cycles; »</p> |

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| <p>Stefan Egger</p> <p>- Austria Regulation</p> | <p>(1) </p> <p>(2) </p> <p>(3) </p> | <p>(1) «Currently, on the sign "Pedestrian Crossing for Pedestrians and cyclists" (StVO, § 53 Z 2), we show either the pedestrian (a) or the cyclist (b) on top, depending on which party is spatially closer to a driver seeing the sign. »</p> <p>(2) «"Combined pedestrian and cyclists crossing"- that means both parties would not be separated when crossing, but would use the same "path" for crossing the road. »</p> <p>(3) «That new sign was proposed for the currently ongoing update of the law StVO. » Stefan Egger thinks that sign «should substitute all three others for practical reasons: Better visibility, correct (and visible!) road markings, no confusion.» »</p> |
| <p>Monica Pronin</p> <p>- USA Regulation and comments</p> | <p>(1)</p> <p>Diagram 1</p>  <p>(2)</p> <p>Conspicuity solutions in 4 European countries</p>  <p>(3)</p> <p>Diagram 8</p>  | <p>(1) «Combined pedestrian/cycle crossings. The warning and regulatory signs are never seen together. That is, the warning signs are not installed in cities and the regulatory signs are not installed outside cities. »</p> <p>(2) «The current practice of using 2 separate E signs creates an overall sign surface twice the size of a single sign. We are increasingly witnessing the addition of wide fluorescent borders (yellow, green, or orange) on European crossing E signs to raise the level of conspicuity in the service of road safety despite contravening the Convention. Combining 2 signs into one clashes with the trend to heighten conspicuity and may result in more signs with fluorescent borders. »</p> <p>(3) «In the absence of a formal scientific study, my opinion is that conspicuity and legibility are served best by continued use of 2 separate warning signs installed on the same signpost and 2 separate E signs where crossing occurs. This would mean adding to the Convention an E sign for cycle crossing (without lane lines, please). Another useful addition to the Convention would be an H panel with both images of a pedestrian and a cycle for use with give way sign B1. This would forestall use of 2 separate H panels»</p> |

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| <p>Ukraine Regulation</p> | <p>(1)</p>  <p>(2)</p>  | <p>(1) "Cycle crossing"</p> <p>Used to indicate an organized movement of cyclists across the roadway.</p> <p>(2) "Adjacent pedestrian crossing and cycle crossing"</p> <p>Used to indicate where a pedestrian and cycle crossing are located at a distance of not more than 0.4 meters from each other.</p> <p>The sign is used regardless of which road user a driver will encounter first.</p> |
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One can conclude that, apart from Poland, Austria, Ukraine, and Greece, most countries do not have a specific sign showing cyclist crossings together with pedestrian crossings.

Polish regulation has established a sign indicating a place dedicated to crossing the road for pedestrians and cyclists, but this sign does not differentiate whether the crossings are "separate or common".

Austria has the sign "Pedestrian Crossing for Pedestrians and cyclists", which shows either the pedestrian or the cyclist on top, depending on which party is spatially closer to a driver seeing the sign.

A third variant of the sign was planned to be introduced, which would signal a "Combined pedestrian and cyclists crossing", meaning that both pedestrians and cyclists would use the same "path" for crossing the road.

However, a new sign was proposed to substitute the above-referred ones, indicating a crossing for pedestrians (on the top of the sign) and cyclists.

Ukraine regulation has established a sign used to indicate a pedestrian and cycle crossing located at a distance of not more than 0.4 meters from each other.

Considering the feedback received depicted in the previous table, the option of indicating pedestrian crossing and cyclist crossing in the same sign is not consensual. Furthermore, as some concerns were raised, it is not clear that a specific E sign showing the crossing of pedestrians and cyclists is the best option, so it should be further discussed.

However, if the decision is to introduce pedestrian and cyclist crossing in the same sign, we are more inclined to the sign design proposed by Austria in the latest amendment because it is easily

recognized and read by drivers due to its simplicity and clarity. We propose the following definition for this sign: the sign is used to show pedestrians and drivers the position of a pedestrian crossing and a cyclist crossing, close to one another.

It is important to point out that some Contracting Parties, such as Poland, Sweden, Finland, Portugal, Italy, France, and Ukraine have established a specific sign for the crossing of cyclists only. That sign could be used to show drivers the position of the cyclist crossing.

Of note, because the rider shown in the warning sign A, 14 was removed from the symbol according to the (revised) final report of the Group of Experts on Road Signs and Signals by WP.1 on ECE/TRANS/WP.1/2019/5/Rev.1, expected to be tabled for formal adoption at WP.1 in March 2022, future decisions on the design of signs about cycles must take into consideration that.

As a whole, considering that cyclists are a particularly vulnerable category of road users, an amendment to the 1968 Convention on Road Signs and Signals should be proposed, by including at least the E sign for the cyclist crossing, to seek for international uniformity of road signs, to facilitate international road traffic and to increase road safety.