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**Economic Commission for Europe**

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**Global Forum for Road Traffic Safety**

**Group of Experts on Road Signs and Signals**

**Seventh Informal session**

Geneva, 6 September 2022

Item 3 of the provisional agenda

**“Cycle crossings located at pedestrian crossings” – additional considerations**

**Submitted by S. Egger (FSV)**

At the last informal session (23 June 2022), the Group of Experts invited Mr. S. Egger (FSV) to create and submit high quality images of cycle crossing signs for this session (Informal document No.1). This document provides supplementary information and the Group of Experts is invited to discuss it together with Informal document No.1.

## Pedestrian and cycle crossing / cycle crossing Additional examples

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Proposals according to ECE-TRANS-WP1-GE2-Infomal-1e (7th Informal session)	Variants b (added)	Variants c (added)
2		
3	3b	
4	4b	4c

- i) While additional elements hinting at a second line of squares “behind” the cycle as in [3b], which reflect actual application of road markings, do not seem to substantially visually obstruct the essential aspects of the cycle, the amount of detail in [4c], added by more additional squares representing the road marking seems unnecessary to convey the meaning of “cycle crossing”. Further more, the two squares of [4c], which are meant to give the impression of a second line “behind” the cycle do not seem to serve their intended purpose well as in [3b] and [4b]. It is therefore recommended to omit variant [4c].
- ii) The second line of squares “behind” the cycle as seen in [4b] and [4c] does not seem to reflect road markings application (see photo below). The cycle crossing directly borders with the “zebra”-markings of the pedestrian crossing. Accordingly, the second line should be seriously considered to be omitted.



St. Pölten, Austria, typical cycle crossing along pedestrian crossing, red ground usually not present.

- iii) The Expert Group may want to consider if the graphical symbol of sign 'cycle crossing' should be used in precisely the same form in sign 'pedestrian crossing and cycle crossing' (either with or without the second line of squares behind the cycle). While there seems some advantage in this regarding simplicity of symbol application and visual recognition, this would entail that one of the two signs would not depict the actual road markings applied on road surface.
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