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Item 3 of the provisional agenda

Cycling infrastructure definitions and standards

Modified and additional definitions for types of cycling infrastructure

Note by the European Cyclists' Federation and the secretariat

I. Introduction

1. The Group of Experts on cycling infrastructure module (GE.5) reviewed at its first meeting proposals for common definitions for different type of cycling infrastructure from ECE/TRANS/WP.5/2021/6 until the definition of grade separated cycle crossing. GE.5 agreed that definitions for cycle track and for street with contraflow cycling should be modified taking into consideration the discussion held and requested the secretariat to suggest the modifications. It further requested elaboration of definitions for types of infrastructure such as advisory lanes for cyclists, mixed-use zones and cycle parking. Last but not least, GE.5 requested that provisions for special regulations referred in the definition of cycle street are drafted for considerations at the next session.

2. The secretariat worked together with the European Cyclists' Federation and elaborated specific proposals for GE.5 consideration. This document list these proposals.

II. Proposed modified definitions

A. Cycle track

3. GE.5 requested modification to cycle track/non-compulsory cycle track definitions in order to address the aspect of their applicability. The modifications are made by strikethrough for deleted text and bold for added text.

4. A cycle track is 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. **The cycle track shall be signposted by sign D, 4 compulsory cycle track if the track parameters, as per national legislation in force, allow for seamless cycle**

traffic on the track by all cyclist user categories at any time. The cycle track shall be signposted by sign [symbol to be added] non-compulsory cycle track in any other case.

~~A non-compulsory cycle track is an independent road or part of a road designated for cycles, but the cyclists are not obliged to use them.~~

5. It is then noted that the addition proposed above could refer to cyclist user categories as GE.5 may wish to define them (reference to document No.2)

B. Street with contraflow cycling

6. GE.5 noted that the definition for street with contraflow cycling should contain features for this type of infrastructure that will make it safe for use by cyclists at any time while it will provide information at any time for drivers of motor vehicles that cyclist may come from the opposite direction. The modification to the definition is made by bold for added text.

7. A street with contraflow cycling is a road that is one-way for general traffic but may be used by cyclists in both directions. **The cycling contraflow is signposted by additional panels H,6 with the symbol of cycle and inscription “except” placed under the C,1 no entry and E,3 one-way signs, and if necessary also under C,11 prohibition of turning or D,1 direction to be followed signs on adjacent intersections. Additionally, horizontal marking for sharrows might be used to remind motor vehicle drivers of the possibility of incoming cycle traffic.**

8. It is noted that the addition refers to terms such as sharrows for which a definition has been proposed in this document too.

III. Other requested definitions

9. The requested draft definitions have been formulated for GE.5 consideration and review:

A. Advisory cycle lane/sharrows

10. An advisory cycle lane is a part of the carriageway, signposted as such (usually with horizontal markings only), which does not directly imply any restrictions or obligations on road users. In particular, motor traffic is allowed to enter the advisory cycle lane. Advisory cycle lane markings should not be considered as a delimitation of a space exclusively for cyclists. They can be an indicator of the space cyclists need when they are being overtaken, or of the recommended position of a cyclist on the carriageway, especially if it is not directly adjacent to the edge of the carriageway (similar to sharrows).

11. GE 5 can consider this definition taking into account good practice available as presented in Figures 1 and 2.

Follow the link below to see the image:

<https://www.google.com/maps/@52.51992,5.4412864,3a,75y,291.19h,88.43t/data=!3m6!1e1!3m4!1sWXJC4qZJiCM2P7ROXAfaAw!2e0!7i16384!8i8192>

Figure 1. Advisory cycle lane on a roundabout advises cyclists to ride in the middle of a car lane on a roundabout, to discourage dangerous overtaking attempts. Lelystad, Netherlands.

Source: Google Street View



*Figure 2. Advisory cycle lanes on a 2-1 road (see below). N288, Zeeland, Netherlands
Source: Aleksander Buczyński*

12. GE.5 may also consider a definition for sharrows in connection with advisory cycle lane. Figures 3 and 4 present application of sharrows.

13. Sharrows are road markings indicating recommended position of cyclists on the carriageway. They do not imply any restrictions or obligations, but they can serve to guide cyclists (for example, to keep safe distance from parked cars) on sections they share with motorised traffic. They can also warn other road users about the presence of cyclists. Sharrows are often used in connection with contraflow cycling, on roundabouts, or in places where cyclists can ride on a carriageway despite the existence of a segregated infrastructure (because, for example, the cycle track does not serve all directions on the next crossing).



*Figure 3. Sharrows on a roundabout advise cyclists to ride in the middle of the lane. Strasbourg, France.
Source: Aleksander Buczyński*



*Figure 4. Example use of sharrows in a street with contraflow cycling. Budapest, Hungary.
Source: Aleksander Buczyński*

14. It is noted for GE.5 considerations that advisory cycle lane may find a good application on the so-called 2-1 roads. In this context, GE.5 may wish to consider a definition for the 2-1 roads, so as to make a specific application case for advisory lanes. Figure 5 presents an application of a 2-1 road.

15. 2-1 road is a bidirectional road with two advisory cycle lanes marked on the carriageway, where the remaining carriageway is not wide enough for two motor vehicles other than motorcycle. Power driven vehicle drivers are advised to use the central lane in both directions, only deviating to the edge of the carriageway in the case of passing a vehicle incoming from the opposite direction. 2-1 roads are typically used on rural roads with low volumes of motorised traffic.



Figure 5. Example of a 2-1 road. Drôme department, France
Source: Aleksander Buczyński

B. Mixed-use zone

16. It is noted for GE.5 consideration that mixed-use zone is mentioned in the “Catalogue of Cycling-friendly Infrastructure Standards for the Danube Countries”. It is also noted that this term appears to be rather a common name for several distinct infrastructure types, such as:

- residential area (already defined in the Convention),
- cycle street,
- advisory cycle lane,
- sharrows, and
- bus-and-cycle lane.

17. In this context, GE.5 may wish to re-consider whether a separate, specific definition be formulated for mixed-use zone.

C. Cycle parking

18. A cycle parking is a dedicated place for parking cycles. Two main types of cycle parking are cycle stands (mostly for short term parking) and cycle lockers (for long-term parking or for cycle tourist). Additional characteristics of cycle parking may include:

- its suitability for cargo cycles,
- its location on-street or in an area with regulated access,
- its roof-cover,
- its electric power charging options for assisted cycles.

19. As the definition of cycle parking refers to cycle stand and locker, GE.5 may also wish to consider specific definitions for these specific types of parking. Figures 6 and 7 provides good practice visuals for stands and lockers.

20. A cycle stand allows to lean various types of cycles against a fixed object and securely attach the frame and at least one wheel of the cycle to the object with an U-lock. Typical forms of cycle stands include U-shaped “Sheffield stands” (also called “staple racks”), or wall loops.



Figure 6. Cycle stands. Budapest, Hungary.
Source: Aleksander Buczyński

21. A cycle locker is a cycle parking which allows to enclose the cycle fully and individually, secured with some form of key or combination system. Cycle lockers can serve overnight storage of cycles (at the place of residence or tourist accommodation, if a suitable place is not available inside the building), long-term parking (for example at train stations), and places visited by cycle tourists (who travel with luggage on their cycles and also need to store them safely).



Figure 7. Cycle lockers. Saint-Jean-de-Muzols, France.
Source: Aleksander Buczyński

IV. Provisions for special regulations applicable at cycle street

22. In proposing the provisions for special regulations applicable at cycle streets, GE.5 may wish to review rules and conditions implemented in the countries which use the cycle street already.

23. The table below presents such rules for Austria, Belgium, Germany, Luxembourg and the Netherlands.

	GERMANY	AUSTRIA	NETHERLANDS	BELGIUM	LUXEMBOURG
SPEED LIMIT	30 km/h	30 km/h	Set by a separate sign	30 km/h	30 km/h
OTHER VEHICLES ALLOWED?	Only these explicitly listed under the sign	Yes, no through traffic	Yes	Yes	Only local residents
OVERTAKING CYCLISTS ALLOWED?	Yes	Yes	Yes	No	No
OTHER RULES FOR ROAD USERS	Riding two abreast allowed (on other streets – only if it does not hinder traffic)	Riding two abreast allowed	-	Cyclists can use full width of the street	Cyclists can use full width of the street; parking only allowed on dedicated places
CONDITIONS FOR APPLYING THE SOLUTION	Only to be used if cycling is (or is expected to be) the dominant form of traffic in the street	High number of cyclists and/or high future cycling potential, low vehicle traffic, min. width 4-5 m	-	-	?

24. The most common provisions for the special regulations include:

- Speed limit 30 km/h.
- Cyclists are exempted from any prohibition from travelling two or more abreast, if such a prohibition exists for other situations.

25. In addition, provisions for special regulations for residential areas can be also considered in this context. These provisions, as per the European Agreement Supplementing the 1968 Convention on Road Traffic, include:

- (a) Pedestrians may make use of the road over its entire width. Games are allowed,
- (b) Drivers shall proceed at very low speed, as specified by national legislation and which in no case should exceed 20 km (12 miles) per hour,
- (c) Drivers shall not put pedestrians at risk nor behave in an obstructive manner. If necessary they shall stop,
- (d) Pedestrians shall not impede vehicular traffic unnecessarily,
- (e) Parking is forbidden except where allowed by parking signs,
- (f) At intersections, road users emerging from a residential area shall give way to other road users, except when otherwise provided in domestic legislation.

26. Taking into considerations the points above, GE.5 may consider the following provisions for special regulations, and if deemed appropriate, propose them for common application:

- (a) Speed limit 30 km/h,

(b) Cyclists are exempted from any prohibition from travelling two or more abreast, if such a prohibition exists for other situations,

(c) Drivers shall not put cyclists at risk even if traveling two or more abreast. If necessary, drivers should stop to allow cyclists to pass,

(d) Parking is forbidden except where allowed by parking signs.

27. In addition to the provisions for special regulations, common conditions for setting up cycle street can be considered. While there are no common provisions for conditions for cycle street, GE.5 may wish to consider conditions in use in some of the countries, and if deemed appropriate, propose such conditions for common application:

(a) Volume of cycle traffic exceeds 40% of the volume of motorised traffic.

(b) Volume of motorised traffic does not exceed 2500 cars/day.

(c) Through traffic of motorised vehicles has been eliminated (e.g. through traffic filters, a system of one-way streets, etc.).
