

Distr.: General  
21 December 2022

Original: English

---

**Economic Commission for Europe**

Inland Transport Committee

**Global Forum for Road Traffic Safety**

**Eighty-sixth session**

Geneva, 13-17 March 2023

Item 4 of the provisional agenda

**Convention on Road Signs and Signals (1968):**

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

**Submitted by Denmark\***

This document, prepared by Denmark and originally submitted as Informal document No. 3 at the eighth informal session of the Group of Experts on Road Signs and Signals on 11 October 2022, raises a number of policy issues related to traffic rules at cycle and pedestrian crossings. WP.1 will be invited to consider these issues and recommend how to proceed.

---

\* Reproduced as received.

## Informal document

*Eight informal session, 11. October 2022, item 3 of the provisional agenda*

The conventions on road traffic and road signs ensure consistency when regulating traffic.

The driver of a vehicle is clearly defined in the Convention on Road Traffic [Article 1(v)] and the Convention on Road Signs and Signals [Article 1(q)]. Therefore, the driver of a vehicle is used unambiguously in the sense of regulating road signs.

*Article 1, paragraph (v)/(q) "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;*

Pedestrians are a separate category and thus not the driver of a vehicle.

According to the road traffic convention, the conflict between the driver of a vehicle and a pedestrian crossing the road in a pedestrian crossing is regulated by the driver of a vehicle having an obligation to stop and allow the pedestrians to cross the carriageway.

According to the Convention on Road Traffic, conflicts between drivers of vehicles with the obligation to give way are regulated.

For the specific situation where a cyclist emerging from a path on to a road, the cyclist shall give way to vehicles travelling on that road [Article 18. Paragraph 2].

*Article 18, paragraph 2. Every driver emerging from a path or an earth-track (dirt road) on to a road other than a path or an earth-track shall give way to vehicles travelling on that road. For the purposes of this Article the terms "path" and "earth-track" (dirt road) may be defined in domestic legislation.*

With the proposed new road sign for "cycle crossings located at pedestrian crossings", there should continue to be consistency between the two conventions, in the same way as there is today in relation to pedestrian crossings. The main problem, as stated above, is that cyclists are drivers of a vehicle as opposed to pedestrians.

In addition, there will be the following corresponding provisions for a cycle crossing to review before the new road sign is implemented.

Such a review is probably beyond the mandate of the expert group.

We have identified the following provisions for consideration:

- *Article 11, paragraph 9. A vehicle shall not overtake another vehicle which is approaching a pedestrian crossing marked on the carriageway or signposted as such, or which is stopped immediately before the crossing, otherwise than at a speed low enough to enable it to stop immediately if a pedestrian is on the crossing. Nothing in this paragraph shall be construed as preventing Contracting Parties or subdivisions thereof from prohibiting overtaking within a prescribed distance from a pedestrian crossing, or from imposing stricter requirements on a driver of a vehicle proposing to overtake another vehicle stopped immediately before such a crossing.*
- *Article 18, paragraph 2. Every driver emerging from a path or an earth-track (dirt road) on to a road other than a path or an earth-track shall give way to vehicles travelling on that road. For the purposes of this Article the terms "path" and "earth-track" (dirt road) may be defined in domestic legislation.*
- *Article 20, paragraph 6(a). Pedestrians wishing to cross a carriageway shall not step on to it without exercising care; they shall use a pedestrian crossing whenever there is one nearby;*
- *Article 21, paragraph 2 (b). If vehicular traffic is not regulated at that crossing by traffic light signals or by an authorized official, drivers shall approach the crossing only at a speed low enough not to endanger pedestrians using, or about to use, it; if necessary, they shall stop to allow such pedestrians to cross.*

- *Article 23, paragraph 3 (a) The standing or parking of a vehicle on the carriageway shall be prohibited.*  
*(i) On pedestrian crossings, on crossings for cyclists, and on level-crossings;*

*Point 18 of the Annex of the European Agreement:*

*Article 23, paragraph 3 (a)*

*The standing or parking of a vehicle shall be prohibited on the carriageway:*

*(i) Within 5 m before pedestrian crossings and crossings for cyclists, on pedestrian crossings, on crossings for cyclists, and on level crossings*

It is difficult to change the provision that a cyclist should not be the driver of a vehicle. This would mean that a cyclist would be a new category. This would pose challenges when two of such new categories of traffic cross each other at an intersection. The challenge would be that this category would not be regulated by the current provisions for drivers of vehicles.



The marking and the road signs on the photo complies with both conventions. Drivers of vehicles must stop to allow pedestrians to cross the carriageway in the pedestrian crossing.

If the situation is extended to include a cycle crossing, the difference under the current give way provisions would be that the driver of the vehicle would have to stop for the pedestrian but not for the cyclist.



The photo shows a road where drivers of vehicles on the carriageway do not have to give way to traffic from the path.

The sign may give the impression that drivers of vehicles on the carriageway have to give way, because the sign is almost identical with the sign for the pedestrian crossing.