



Economic Commission for Europe**Inland Transport Committee****Working Party on Transport Trends and Economics****Group of Experts on cycling infrastructure module****Fifth session**

Brussels, 31 January and 1 February 2024

Item 3 of the provisional agenda

Cycling infrastructure definitions and standards**Agreed definitions for types of cycling infrastructure****Revision**

Note by the secretariat

I. Introduction

1. At its second session, the Group of Experts on cycling infrastructure module (GE.5) requested the secretariat to issue an official document which would contain all the definitions reviewed and agreed during the first two sessions for types of cycling infrastructure. At its third and fourth sessions, GE.5 agreed on additional definitions.

2. This document revises ECE/TRANS/WP.5/GE.5/2023/2/Rev.1 by adding the definition of cycle highway agreed at the fourth session.

II. Agreed definitionsCycle track:

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 as 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 as non-compulsory cycle track in any other case.

Greenway:

A greenway is a non-mandatory cycle track independent from the road network, which often follows a canal or a disused railroad. Its use is open to road users as signposted or defined in the national legislation.

Cycle lane:

A cycle lane is a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings.

Advisory cycle lane:

An advisory cycle lane is a part of the carriageway distinguished from the rest of the carriageway by longitudinal road markings 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 or of the recommended position of a cyclist on the carriageway, especially if it is not directly adjacent to the edge of the carriageway.

Sharrows:

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).

2-1 road:

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.

Cycle street:

A cycle street is a specially designed section of road or an area where special traffic rules apply and it is signposted as such at its entries and exits.

Cycle street, provisions for special regulations:

- (a) Speed limit 30 km/h,
- (b) Cyclists are exempted from any prohibition from travelling two or more abreast, if such a prohibition exists in national legislation 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.

Cycle street, conditions for use:

- (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.).

Street with contraflow cycling:

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 at its entries by relevant signage. Additionally, horizontal marking for sharrows might be used to remind motor vehicle drivers of the possibility of incoming cycle traffic.

Bus-and-cycle lane:

A bus-and-cycle lane is a lane reserved for (public transport) buses and cycles.

Sidewalk with cycling allowed:

A sidewalk with cycling allowed is a part of the road originally designed for pedestrians where cycling has been (conditionally) authorised, either by general rules or through a cycle panel under the pedestrian track sign.

Agricultural / forestry / industry / water management road:

An agricultural, forestry, industry and/or water management road is a non-public road closed to general traffic. These roads typically carry very low motor vehicle traffic, and with proper signs, cycling can be exempted from the general prohibition.

Cycle crossing:

A cycle crossing is the place where cyclists need to interact with motor vehicles on a crossing even if cycle tracks can provide physical separation in between the crossings. The crossing space should be denoted by transversal horizontal markings and, if considered advisable by competent authorities, also by road signs for approaching motor vehicles.

Grade-separated cycle crossing:

A grade-separated cycle crossing is a cycle tunnel or bridge on a cycle track which offers cyclists a way of crossing a natural or artificial barrier, such as a river, a busy road, or a railway line.

Advanced stop line, bike box, bike lock:

An advanced stop line, bike box or bike lock is an area on an entry arm of a junction that reserves space for cyclists and either makes it easier for a cyclist to perform a turn manoeuvre or increase the cyclists' visibility for car drivers.

Indirect / hook / two-stage turn provision:

An indirect / hook / two-stage turn provision provides space on the carriageway and/or signing allowing cyclists wishing to turn to cross the intersection in two separate stages.

Cycle parking:

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.

Traffic-light exemption for cyclists

A traffic-light exemption for cyclists allows cyclists to bypass a traffic light. A dedicated sign underneath or next to the traffic light indicates in which directions cyclists might go without observing the traffic light while giving priority of way to perpendicular traffic and pedestrians.

Cycle highway

A cycle highway is a mobility product that provides a high-quality cycling connection for commuting purposes and in this way serves as a backbone of a cycle network connecting cities with their suburbs, residential areas and major (work) places and offers cycling experience satisfying all its users.