Signs and signals for cyclists and pedestrians

THE PEP
(Transport, Health and Environment Pan-European Programme)
UNICE WP1

Benoît HIRON
2017, may the 29th
Public body, Cerema acts in support of the definition, implementation and evaluation of public policies, carried by national and local authorities.

Our key figures
- 3000 employees
- 220 national and international experts
- €250 M budget
- 29 sites in France
- 180 annual publications
- 66 national expertise hubs
- 33 associated research teams

Our services
- Expertise and engineering services
- Evaluation
- Methodology
- Innovation
- Tests and Monitoring
- Research
- Certification
- Standardisation
The pan european transport health environment program (THE PEP)

- THE PEP joint Transport Division of UNECE, and WHO Europe.
- It aims to bring together key players from the three sectors on an equal footing: Transport, Health and Environment.
- Thus it contributes to a greener economy, safeguarding health and environment.
- 56 countries are involved
- After a workshop organised in Batumi, Georgia in September 2010 dedicated to promoting walking and cycling, France offered to fund a summary of existing measures or those under negotiation at international level concerning signs and signals applicable for cycling and walking
Signs and signals for cyclists and pedestrians

THE PEP study

Comparison of rules and practices in 13 countries

- Study focuses on all signs in this domain: temporary, touristic, direction, etc...
- Questionnaire issued in 2011, with 2 main objectives: state-of-the-art + best practices.
- A sample of 13 countries has been selected allowing to write 2 fact sheets: one for cycling signs + one for walking signs.
- A synthesis give an overview of the main results
Framework for signs and signals within countries

- In every country the State is in charge of defining the legislation in this matter, in accordance with the Vienna Convention.
- Local authorities are “only” applying.
- That is the case in « centralised » countries like Denmark, Norway, UK, France, for instance.
- That is less the case in « federal » countries like Germany, Belgium, Austria, where the State defines a framework for the direction signs (as an example) and the region defines the sign within this framework.
**Involvement of NGO’s**

- In many countries there is an involvement of associations which:
  - propose and discuss legislation,
  - issue guidelines for implementation,
  - and communicate.

- Example: cycling signs in UK. Local authorities are in charge of local cycling policy but rules for signs are defined at national level + some NGOs play an important role.
# Walking and cycling in the Vienna Convention

## Police signage for pedestrians and cyclists in the Vienna Convention

<table>
<thead>
<tr>
<th>C3c</th>
<th>C3i</th>
<th>D4a</th>
<th>D5</th>
<th>D11a</th>
<th>D11b</th>
<th>E9d</th>
<th>E12a</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="No cycling" /></td>
<td><img src="image2" alt="No pedestrians" /></td>
<td><img src="image3" alt="Cycle path compulsory" /></td>
<td><img src="image4" alt="Pedestrian footpath compulsory" /></td>
<td><img src="image5" alt="Dedicated cycle and pedestrian lane; separate spaces" /></td>
<td><img src="image6" alt="Dedicated cycle and pedestrian lane; common space" /></td>
<td><img src="image7" alt="ZONE 30" /></td>
<td><img src="image8" alt="Pedestrian crossing (position)" /></td>
</tr>
</tbody>
</table>

- **No cycling**
- **No pedestrians**
- **Cycle path compulsory**
- **Pedestrian footpath compulsory**
- **Dedicated cycle and pedestrian lane; separate spaces**
- **Dedicated cycle and pedestrian lane; common space**
- **30 km/h max speed zone**
- **Pedestrian crossing (position)**

<table>
<thead>
<tr>
<th>E12b</th>
<th>E12c</th>
<th>E17</th>
<th>F9</th>
<th>G20</th>
<th>G21</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image9" alt="Pedestrian crossing (position)" /></td>
<td><img src="image10" alt="Pedestrian crossing (position)" /></td>
<td><img src="image11" alt="Home zone" /></td>
<td><img src="image12" alt="Symbol of a location used as the starting point of walking tour" /></td>
<td><img src="image13" alt="Footbridge or underpass" /></td>
<td><img src="image14" alt="Footbridge or underpass without steps" /></td>
</tr>
</tbody>
</table>

- **Pedestrian crossing (position)**
- **Pedestrian crossing (position)**
- **Home zone**
- **Symbol of a location used as the starting point of walking tour**
- **Footbridge or underpass**
- **Footbridge or underpass without steps**
- **Marking showing cycle path crossing**

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The PEP : developing walking and cycling

- Many change in cities mobility since the Vienna convention in 1968
This goes with need to give informations to all users, express new rules.
Some countries have created new signs using the vocabulary of the Vienna Convention.
Considering the good results with respect to safety and increased cycling or pedestrian mobility, other countries want to implement the same type of facilities.
Better as people travel cycle and walk in other counties to set some common principles for pedestrian and cyclists signs and signals
New regulatory signs and signals related to cycling and walking
New usage, need for new signs and signal common or adjoining crossing for cycling and pedestrian
New usage, need for new signs

No through traffic except for pedestrian, cyclist or both
New usage, need for new signs
shared road pedestrian cyclist and horses
Regulatory signs and signals related to walking
New usage, need for new signs

Pedestrian Zone
New usage, need for new signals

pedestrian signals for guided bus, light rail or train crossing
New usage, need for new signals
pedestrian signal for smart pedestrian crossing
New usage, need for new signals

pedestrian signal with counting system
New usage, need for new signs
crossings where there are many frail or disabled persons
New usage, need for new signs
crossing where a person is present to help
New usage, need for new signs
skiers crossing
New usage, need for new signs

escalator

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New usage, need for new signs
pedestrians on the road

Source amazing designs
New regulatory signs and signals related to cycling
New usage, need for new signs

cyclist in the opposite way in a one way street
New usage, need for new signs

warning drivers at junction that a cyclist might come in the opposite way from one way street
New usage, need for new signs
bus and cyclist are sharing a lane
New usage, need for new signs
Waiting lane for cyclist at traffic lights
New usage, need for new signs
« cyclestreet »

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New usage, need for new signs
« give the way » for cyclists at traffic signal

- Need to accept that a fixed sign can take over a traffic signal
Direction signs for cyclists and pedestrians
Cyclist direction signs
consolidated resolution on road signs and signals
annex XIb

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Pedestrian direction signs

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Thank you for your attention

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