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INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

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Item 4(e) of the provisional agenda

**METHODOLOGICAL DEVELOPMENTS AND HARMONIZATION OF
TRANSPORT STATISTICS**

Harmonization of urban and regional transport statistics

(Follow-up to the Barcelona Task Force on Sustainable Urban Transport Indicators)

Note by the secretariat

Note: In view of the interest of the Working Party to exchange views and cooperation with other Working Parties under the Inland Transport Committee, the Working Party on Road Transport (SC.1) and Working Party on Road Traffic Safety (WP.1) prepared the following observation about the definitions of cycle lane and cycle track which is reproduced below (TRANS/WP.6/149, paras. 19 to 21).

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

“Cycle track” means 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.”

These definitions were based on the following documents:

AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM

Proposals for amendments to the Vienna Convention on Road Traffic

(TRANS/WP.1/2003/1/Rev.4)

and

AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM

Proposals for amendments to the 1968 Vienna Convention on Road Signs and Signals

(TRANS/WP.1/2003/3/Rev.4)
