



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.1/1999/27
13 July 1999

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety

(Thirty-third session, 28 September - 1 October 1999,
agenda item 2 (b))

**DOCUMENTS TRANSMITTED BY THE EUROPEAN CONFERENCE
OF MINISTERS OF TRANSPORT (ECMT)**

Note by the secretariat

1. The secretariat reproduces below in a consolidated form the text of draft amendments to the Convention on Road Traffic and the European Agreement supplementing it, the Convention on Road Signs and Signals, and the Consolidated Resolution on Road Signs and Signals (R.E.2), concerning cyclists and moped riders, as originally proposed by ECMT and, subsequently, agreed by the Working Party (either provisionally or with final endorsement) in the course of its thirtieth, thirty-first and thirty-second sessions.
2. The Working Party may wish to decide whether to give its final endorsement to those draft amendments to which it has so far only provisionally agreed and submit the package of draft amendments to the Secretary-General for official amendment procedures.

* * *

A. CONVENTION ON ROAD TRAFFIC (CRT)

Article 1: Definitions

(Provisional agreement) Insert new subparagraph (g bis) to read:

“(g bis) 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 according to Article 26 bis of the Convention on Road Signs and Signals. The marking of a cycle lane may be supplemented, but not replaced, by road signs. Other markings (e.g. the cycle symbol) may be added. Domestic legislation shall specify under what conditions other vehicles may use the cycle lane or cross it, maintaining cyclists’ safety at all times.”

(Provisional agreement) Insert new paragraph (g ter) to read:

“(g ter) Cycle track means an independent road or part of a road intended for cycles, signposted as such. A cycle track is separated from other roads or from other parts of the same road by physical means. A cycle track may be reserved for cyclists alone or for cyclists and other road users in accordance with annex 1 section D in the Convention on Road Signs and Signals.”

Article 11: Overtaking and movement of traffic in lines

(Provisional agreement) Insert a new subparagraph 11.1(c) to read:

“(c) Domestic legislation may authorize cyclists and moped riders to pass stationary or slow-moving traffic on the side which corresponds to the direction of the traffic provided that sufficient space is available.”

Article 16: Change of direction

(Final endorsement) Amend subparagraph 16.1(b) to read:

“(b) If he wishes to turn off on the other side and, subject to such other provisions as Contracting Parties or subdivisions thereof may enact for cycles and mopeds **enabling them to change direction by crossing the intersection in two separate stages**, move as close as possible to the centreline of the carriageway if it is a two-way carriageway or to the edge opposite to the side appropriate to the direction of traffic if it is a one-way carriageway and, if he wishes to enter another two-way road, make his turn so as to enter the carriageway of such other road on the side appropriate to the direction of traffic.”

(Final endorsement) Amend paragraph 16.2 to read:

“2. While changing direction, the driver shall, without prejudice to the provisions of Article 21 of this Convention regarding pedestrians, allow **road users to pass** on the carriageway, **or on other parts of the same road**, he is preparing to leave.”

Article 21: Behaviour of drivers towards pedestrians

(Final endorsement) Insert new Article 21 bis to read:

"Article 21 bis

**Behaviour of motor-vehicle drivers towards cyclists and
two-wheeled moped riders**

Without prejudice to Articles 11 and 12 of this Convention, drivers of motor vehicles shall leave a sufficient safety gap between their vehicle and the cycle or two-wheeled moped which they are overtaking or passing in the opposite direction. When passing an oncoming two-wheeler, drivers of motor vehicles shall slow down if specific circumstances prevent their leaving a sufficient safety gap between their vehicle and the cycle or two-wheeled moped; if necessary, drivers shall stop."

Article 23: Standing and parking

(Provisional agreement) Amend the last sentence of Article 23.1 amend to read:

"In and outside built-up areas they shall not be stationed on cycle tracks, cycle lanes, tracks for horseback riders, footpaths, pavements or other areas specially provided for non-vehicular traffic, save where applicable domestic legislation so permits."

(Final endorsement) Amend 23.6 to read:

"6. Nothing in this Article shall be construed as preventing Contracting Parties or subdivisions thereof from introducing other provisions on parking and standing or from making individual provisions for the standing and parking of bicycles and two-wheeled mopeds."

Article 27: Special rules applicable to cyclists, moped drivers and motor cyclists

(Provisional agreement) Amend Article 27.4 to read:

"Where cycle lanes exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances they may authorise moped drivers to use the cycle lane and, if they consider it advisable, prohibit them from using the rest of the carriageway."

**B. EUROPEAN AGREEMENT SUPPLEMENTING THE CONVENTION ON
ROAD TRAFFIC**

Annex paragraph 18 (Ad Article 23 of the Convention)

(Final endorsement) Amend subparagraph 23.3 (a)(i) to read:

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

Annex paragraph 20 (Ad Article 27 of the Convention)

(Provisional agreement) Amend the text relating to paragraph 4 to read:

"Moped drivers may be authorised to use the cycle **lane** and, if considered advisable, be prohibited from using the rest of the carriageway."

C. CONVENTION ON ROAD SIGNS AND SIGNALS

Article 1: Definitions

(Provisional agreement) Insert new subparagraph (e bis) to read:

“(e bis) 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 according to Article 26 bis of the Convention on Road Signs and Signals. The marking of a cycle lane may be supplemented, but not replaced, by road signs. Other markings (e.g. the cycle symbol) may be added. Domestic legislation shall specify under what conditions other vehicles may use the cycle lane or cross it, maintaining cyclists’ safety at all times.”

(Provisional agreement) Insert new paragraph (e ter) to read:

“(e ter) Cycle track means an independent road or part of a road intended for cycles, signposted as such. A cycle track is separated from other roads or from other parts of the same road by physical means. A cycle track may be reserved for cyclists alone or for cyclists and other road users in accordance with annex 1 section D in the Convention on Road Signs and Signals.”

D. CONSOLIDATED RESOLUTION ON ROAD SIGNS AND SIGNALS (R.E.2)

(Final endorsement) Insert a new subparagraph 1.12(f) to read:

“(f) When signs E,3a and b of the Convention on Road Signs and Signals 1/ are used, in conformity with paragraph 4, Section H of Annex 1 of the Convention, a special additional panel indicating to drivers that they can expect to meet contraflow cyclists may be used, as shown in figure 5 of annex 5 to this Consolidated Resolution.”

(Final endorsement) Insert new Section 3 reading:

“3. ROAD MARKINGS

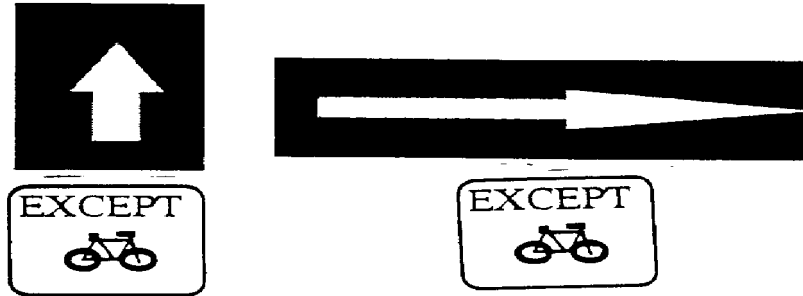
3.1 Contraflow cycle traffic

Where contraflow cycle traffic is permitted on an otherwise one-way street a cycle lane should be marked on the carriageway.”

1/ Reference is made to the text of the Convention as amended on 30 November 1995 (document E/CONF.56/17/Rev.1/Amend.1).

(Final endorsement) Insert new figure 5 in Annex 5 as follows:

“ 5. Contraflow cycle traffic”



“
