
Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

Group of Experts on Road Signs and Signals

Informal session

Geneva, 6 September 2022

Report of the seventh informal session of Group of Experts on Road Signs and Signals

I. Attendance

1. The Group of Experts on Road Signs and Signals (GE.2) held its seventh informal session on 6 September 2022, chaired by Mr. K. Hofman (Belgium). Representatives of the following ECE member States participated: Belgium, Denmark, Estonia, Finland, France, Germany, Italy, Ireland, Latvia, Lithuania, Luxembourg, Portugal, Sweden and Switzerland.

2. The following non- UNECE member State: Egypt and non-Governmental Organizations were represented: Confederation of Organization in Road Transport (CORTE). Automotive Design, Expertise and Consulting Office, Burundi, Easa Alyousifi and Sons Company, International Road Safety Initiative (IROS) and Strasse-Schiene-Verkehr (FSV) participated as observers.

II. Adoption of the Agenda

3. The Group of Experts adopted the session's agenda.

III. Non-convention signs – “cycles in shared roads” and non-compulsory cycle track

4. The Group discussed this subject using Informal document No. 1/Rev.1 (23 June 2022) prepared by the Chair and the secretariat. As a result, the document was amended by appending the following text: “Notwithstanding the provisions of Article 6, paragraph 1 of this Convention, this sign may be placed on the reverse side of sign (insert code here) for drivers coming in from the opposite direction.” to the definition of “End of cycle street”. In addition, the words “Cycle street”, “End of cycle street”, “Non-compulsory cycle track”, and “End of non-compulsory cycle track” at the beginning of each definition are to be deleted and replaced by mock up codes such as E-XX.0 code (four times). The Group also agreed (except Denmark which prefers the symbol of a cycle only) that any restrictions or limitations (such as time) related to the use of the “Cycle street” sign should be indicated by accompanying C category signs (prohibition). Finally, the signs “Cycle street” and “End of cycle street should also be displayed as horizontal rectangles in e-CORSS.

5. With the above changes to Informal document No. 1/Rev.1 (23 June 2022), the document was adopted in principle. The secretariat will prepare Informal document No. 1/Rev.2 (23 June 2022) – to be formally adopted at the October session – while the Chair will brief WP.1 about the recommendations contained in the document.

IV. Non-Convention signs – “cycle crossings located at pedestrian crossings”

6. The Group discussed Informal document No. 2/Rev.1 (23 June 2022) prepared by the Chair and the secretariat as well as Informal documents Nos. 1 and 2 (6 September 2022) prepared by Mr. S. Egger (FSV). The Group agreed on image 3b (Informal document No. 2 (6 September 2022)) for cyclist crossings. It also agreed on the following definition:

“Cyclist crossing

E, XX (E-XX.0) notifies road users of the position of a cyclist crossing. The ground of this sign shall be blue with a white or yellow triangle. The symbol shall be black or dark blue. This symbol shall display a cycle on a cyclist crossing marked by squares or parallelograms. The symbol on this sign may be reversed.

The cyclist crossing signs shall be placed at cyclist crossings when the competent authorities consider it advisable.”

7. The Group also agreed on image 4b (Informal document No. 2 (6 September 2022)) for pedestrian and cyclist crossings which are in close proximity. It also agreed on the following definition (except for the last sentence):

“Pedestrian crossing and cyclist crossing in close proximity

E, XX (E-XX.0) notifies road users of the position of a pedestrian crossing and a cyclist crossing which are in close proximity. The ground of this sign shall be blue with a white or yellow triangle. The symbol shall be black or dark blue. The symbol shall display a pedestrian on a pedestrian crossing marked by broad stripes above a cycle on a cyclist crossing marked by squares or parallelograms. The symbol on this sign may be reversed.

This sign shall be placed where a pedestrian crossing and a cyclist crossing are in close proximity when the competent authorities consider it advisable. (Variant 1) It shall also be possible for the competent authorities to use separate pedestrian crossing (E-XX.0) and cyclist crossing (E-XX.0) signs together.

(Variant 2) It shall be open to Contracting Parties to use separate pedestrian crossing (E-XX.0) and cyclist crossing (E-XX.0) signs together.

(Variant 3) It shall be open to Contracting Parties – as an alternative - to use separate pedestrian crossing (E-XX.0) and cyclist crossing (E-XX.0) signs together.

(Variant 4) It is possible as an alternative for the competent authorities to use separate pedestrian crossing (E-XX.0) and cyclist crossing (E-XX.0) signs together.

V. Road signs for small vehicles

8. Due to time constraints, the Group did not continue reviewing “Road signs for small vehicles motorized and nonmotorized” (Informal document No. 3 (4 April 2022)) and Informal document No. 3/Rev.1 (6 September 2022). The review of Informal document No. 3/Rev.1 (6 September 2022) will begin at the next informal session.

VI. Other Business

9. The Group of Experts did not discuss other matters.

VII. Date of next session

10. The next informal session of the Group of Experts is scheduled for 11 October 2022 (in English, remote access only).

VIII. Adoption of the report of this session

11. The Group of Experts adopted the report of this informal session.
