



MINISTRY FOR AN ECOLOGICAL AND SOLIDARY TRANSITION

*Conseil général de l'environnement
et du développement durable*

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Note to the attention of the Pan-European
Network for Transport, Health and
Environment

Subject matter : Memorandum to the working group of THE PEP for sustaining amendments to the Vienna Convention on Road Traffic and the Vienna Convention on Road Signs and Signals in order to make the Highway codes more cycling and walking friendly.

Both parts of the Vienna Convention (on Road Traffic and on Road Signs and Signals) have been written in a car friendly way. Since THE PEP set itself the goal of promoting Walking and Cycling for their benefits both for Health and Environment, it would be relevant and appropriate to push forward amendments to make Highway codes as cycling and walking friendly as possible and to adapt the system of signalisation for addressing the needs of everyday cyclists and pedestrians.

Since there is a need to amend the Convention for including driverless cars in the Convention, there is a general opportunity to address other topics with several headings :

- Definitions, in order to, to define lanes, pavement, hard shoulder (emergency lane), shoulder, yield-right of way for pedestrians and also to include pedelecs, electric speed-pedelecs and scooters, motorised personal vehicles...
- Circulation Rules : driverless vehicles, overlap the continuous line to overtake a cyclist... give the liability to the road traffic authority to determine the priority's rules...
- Improve pedestrians-friendly rules : to extend their rights in the streets, especially in the low-speed areas and provide rules for their presence on emergency lanes...
- Improve cyclist-friendly rules : conditions for parallel cycling (for instance in low speed zones), for bicycles trailers for children bicycles, for damaged bicycles, for taking passengers...
- Adapt parking rules to encourage walking and cycling : prohibit parking places when there is no place for pedestrians and cyclists, allowing parking on the opposite side of car circulation, open to local authorities the right to prohibit parking near specific public places (like schools,...), prevent parking near the pedestrian crossings...
- vehicle equipment... prevent tinted windows near the front seats of the vehicles, optimise rear and front vision for lorries and buses...

A adequate adaptation is to take then for the road signs and signals.

I will be pleased to present the topic on the Geneva THE PEP meeting in a few days.

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