

WHERE IS CYCLING ALLOWED?

In shared lanes: the same rules apply to shared lanes as to bike lanes with two exceptions: 1. Bicycles can exit shared lanes, for e.g. before taking a left turn. 2. Other vehicles can enter shared lanes for e.g. before taking a right turn.

In shared bus-bike lanes: Only those bus lanes are available for bicycle use where a traffic sign permits to do so; in these cases symbols are usually painted onto the road.

In shared bike paths: We always have to take into account the unpredictable movements of pedestrians (children and dogs especially), therefore the max. speed is 20 km/h. The use of shared bike paths are usually obligatory, however, if pedestrian traffic hinders the progress of cyclist traffic or there is a bicycle marking (symbol) painted on the roadway, cyclists can use the roadway too.

In pedestrian and cycle zones: in such zones, the max. speed for cyclists in the designated area is 20 km/h, in other areas of the zone it's 10 km/h. Otherwise the same rules apply as to shared bike paths.

Two-way cycling in one-way streets (Contraflow cycling): It is allowed to ride against the flow of traffic in a one-way street if this is authorized by a supplementary traffic sign. In this case, it is strictly obligatory to progress on the right side of the roadway; if there is a painted bike lane, it must be used.

Along bicycle markings: The succession of bicycle markings painted onto the roadway shows cyclists the suggested position and also indicates the presence of cyclists to drivers of other vehicles. If there are such markings painted onto the roadway, the use of the parallel cycle track or shared bike path is not obligatory. Naturally, the position indicated is only a suggestion, hence it is possible to deviate from it, and other vehicles can enter them as these markings do not count as a lane.

In stopping lanes or roadsides suitable for cycling: Although there are but a few roadsides suitable and wide enough for cycling, it is allowed to use them. However, don't be fooled by this rule, you cannot enter the highway even for the sake of stopping lanes.

For more details on transport by bike, visit nyugatikerekparut.pecs.hu.

NYUGATI VÁROSRESZI KERÉKPÁRUTAS FEJLESZTÉS

BIKERS' GUIDE

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BEFEKTETÉS A JÖVŐBE

WHY USE THE BICYCLE AS MEANS OF TRANSPORT?

... because it's fast and predictable!

Bicycles are the most apt vehicles to reach your destination door-to-door simply, safely and quickly. There's no need to sit around stuck in traffic, to look for a parking space, to take bypasses or wait for the bus. You can always plan your travel down to the minute; it's always predictable.

... because it's budget-friendly!

Cycling is the cheapest mode of transport. A basic bike suitable for urban transportation can already be purchased for the price of 2-3 tanks of gas. The necessary accessories can be bought for 5-10 thousand HUF, the cost of maintenance is minimal.

... because it's healthy!

Cycling is the best diet, the cheapest form of fitness, the most effective preventive health care measure: it decreases the risk of heart attacks and other illnesses, helps with stress relief and promotes your general well-being.

... because it's environmentally friendly!

Pollution emitted by motorized vehicles poisons all our lives even if currently there is no smog alert in effect. By riding the bike, we can alleviate these problems!

... because cycling is GREAT!

After giving it a try, most people develop a taste for cycling and enjoy the benefits so much that they never want to get off their bike. Whether it's homewards from work, school or shopping, cycling is a refreshing activity for body and mind, a pleasant break from the daily hamster-wheel.

BEFORE JUMPING IN THE SADDLE...

According to KRESZ* (rules of the road), bicycles count as vehicles, this means that the criteria to operate them are similar to the rest of those in the category: you have to be in a fit state to drive and know the rules of the road. Your bicycle has to be in suitable condition for traffic and must be equipped with the proper accessories. These are specified in KRESZ in reference to KÖHÉM (Ministry of Transport, Communications and Construction) regulations. There are obligatory and suggested accessories. The front and rear lights have to be visible in clear weather from a distance of 15 meters at least.

Obligatory bicycle accessories specified by KRESZ:

- amber-colored spoke prism, at least on the front wheel (min. 2 pieces) which can be complemented or substituted by a reflex strip on the rim;
- front lamp emitting white or cadmium yellow light that may blink; white-colored front reflector;
- bicycle bell;
- reflective clothing on roadways outside populated areas or in poor visibility;
- two independent brakes;
- rear lamp emitting red light that may blink;
- red-colored rear reflector;
- front and rear lamps can be mounted on the clothing of the cyclist.

Accessories suggested by KRESZ:

- amber-colored prisms on the pedals and between stokes;
- width indicating prism reflector mounted on one arm;
- rear-view mirror;
- fender.

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On roadways: Bicycles are mainly intended and practical for use on roadways unless it's prohibited.

On cycle tracks: If there is a bikeway beside the road, cycling must be limited to that track. Exception: if there is a bicycle marking (symbol) painted on; in this case cycling is allowed on the roadway. The max. speed allowed on cycle tracks is 30 km/h. Cyclists don't always have the right of way at the intersection of a cycle track. Even if you do, you must make sure that it is yielded and enter the roadway only then.

In bike lanes: if there is a bike lane painted onto the roadway, cycling must be limited to that lane. Bike lanes are used for one-way travel only. Riding against the flow of traffic is not only against the rules but it is also dangerous and impolite.