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VULNERABLE ROAD USERS

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Pedestrians

Let's share the road!

Every cyclist, motorcyclist and driver is first and foremost a pedestrian. Yet many people show very little tolerance to other categories of road users. Everyone has rights and obligations.

The peaceful cohabitation of all road users is only possible if each user is moderate and respectful, adopting a style of driving that is both respectful and respectable.

What the law says

Where you should walk

- On the pavement
- On the verge if there is no pavement
- On the left hand side of the roadway if there is no pavement and no usable verge
- On paths that are compulsory for pedestrians or pedestrians and cyclists, marked with this sign



- Pedestrians walking in a group should walk on the right-hand side of the roadway



This sign indicates no access for pedestrians.

Where you should cross

As a pedestrian, you should cross the road at specially arranged places (pedestrian crossings, with or without lights, underpasses, raised crossings) if there is one within 50 metres of where you are standing.

Even though you have priority on these crossings, don't exaggerate. Take account of the distance and speed of vehicles.

How you should cross

- Communicate with drivers - signal with your hand to indicate that you intend to cross the road
- Don't step onto the roadway unless the vehicle is actually slowing down to allow you to cross
- Cross the road in a straight line, without dawdling or stopping
- Watch out for vehicles turning
- Always abide by the lights at crossings with lights. Don't just assume it's safe if the green sign is showing - always check that vehicles are actually stopping
- If the light turns to red while you are crossing, continue without dawdling
- If there is no pedestrian crossing, cross at a place where you have good visibility, taking the distance and speed of vehicles into account. Make sure that you are able to cross without danger and without disturbing other road users

Safety at night and if visibility is poor

Between nightfall and daybreak, and during the daytime if visibility is poor because of weather conditions, you should wear a safety jacket if you are walking on the roadway outside a built-up area.

A reflecting jacket or accessory enables drivers to see you from a distance - this is of course also true within a built-up area.



Source: [Luxembourg Ministry of Sustainable Development and Infrastructures](#)



For more information, download the [leaflet](#) produced by the Luxembourg Ministry of Sustainable Development and Infrastructures.

Did you know?

- **Users of in-line skates are considered to be pedestrians.** You are not allowed to use roller skates on the **public highway*** unless there are signs authorising you to do so. For children less than 10 years old, roller skates, skateboards, inline-skating, bicycles, etc. are considered to be toys and they may use them on the pavement, in a pedestrian area, and in public parks.
- **People in wheelchairs (whether motorised or not) are considered to be pedestrians** and must use the pavement. If there is no pavement or usable verge, they must use the right-hand side of the roadway.

***Public highway** means all the public spaces including the roadway, places and car parks, verges and pavements and lanes reserved for use by certain categories of users such as, for example, paths for pedestrians and cyclists, cycle tracks and pedestrian areas.

Drivers' attitude to pedestrians

As a driver, you must pay particular attention to pedestrians, as they are vulnerable road users.

What the law says

The Highway Code lists a number of situations in which pedestrians have priority:

- when crossing the road at a pedestrian crossing
- when they indicate their intention to cross the road at a pedestrian crossing;
- in relation to vehicles turning to the left or to the right

In residential areas and convivial areas (*zones de rencontre*), drivers and pedestrians are required to look out for each other. Before driving through a pedestrian area, you must give way to pedestrians who are walking there.

Look for signs in the distance so that you see them as soon as possible and are able to react in time.

When you approach a pedestrian crossing, you should:

- be prepared to brake
- avoid overtaking
- avoid changing lanes

Pedestrians have priority as soon as they indicate their intention to cross the road. If you let a pedestrian cross the road, check that there is no danger for him/her from other vehicles.

Parking is not allowed 5 metres either side of a pedestrian crossing. Don't drive too close to the pavement, to avoid injuring a pedestrian, for example, with your right-hand wing mirror.

Before driving around a pedestrian, look in the rear-view mirror and indicate left in good time to show the presence of the pedestrian to the vehicles behind you. Make sure you have at least 1 metre space to the side to be able to drive around the pedestrian.

Did you know?

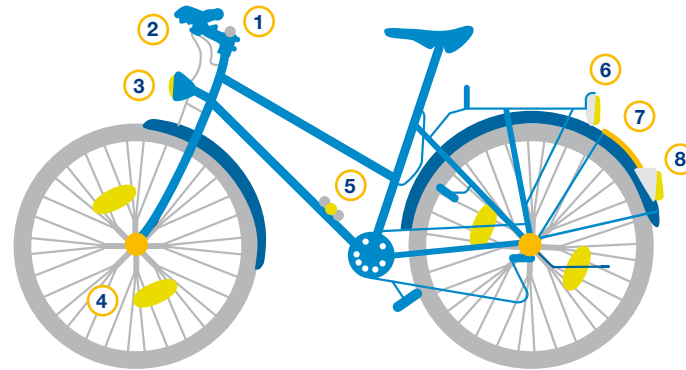
- **The risk of death** for a pedestrian is 30% in the event of a collision at 40 km/h.
At 58 km/h, the risk increases to 85%. In a head-on impact at 80 km/h, the risk is 100% - this means the pedestrian has absolutely no chance of surviving the collision.
- **The most vulnerable people**, i.e. the elderly and people with reduced mobility, find it less easy to move about and generally react more slowly. These people are often more hesitant. Slow down and stop if they are preparing to cross the road. Be understanding and give them all the time they need to cross the road at their own speed.
- **Children** are unable to judge the distance and speed of a vehicle correctly. They are spontaneous and react unpredictably. Be prepared for the unexpected if there are children near the road. Slow down, be prepared to brake, and stop if necessary.
Be particularly careful near schools, childcare facilities, playgrounds, etc.

Cyclists

What the law says

Bicycles must be fitted with:

1. a bell
2. two brakes
3. one white or yellow light at the front
4. at least two reflectors on each wheel
5. reflectors on the pedals
6. one red reflector at the rear
7. one yellow strip (10 x 3 cm) at the rear
8. one red light at the rear



On mountain bikes, the front light may be replaced by a white reflex reflector. The red rear light is not compulsory if you only ride during the day.

The Highway Code states that there must be a full lighting system during the day when weather conditions require this, and at night.

Age of the cyclist

- As from the age of 6, a child may cycle on the public highway as long as he/she is accompanied by a person at least 15 years old
- A child up to the age of 10 years may cycle on the pavement, on paths in parks, and in pedestrian areas
- From the age of 10 years upwards, a child may cycle on the public highway unaccompanied
- A cyclist 18 years old or older may carry:
 - a child under the age of 8 years on his/her cycle, on condition that the child is in a special seat suitable for its size and weight and fitted with safety straps and footrests
 - one or two children under the age of 8 years in a towed vehicle fitted with safety belts. Such a towed vehicle must meet clearly defined technical criteria and the cycle must be fitted with a rear-view mirror (the towed vehicle must also be registered with the SNCT (Luxembourg society for technical inspections))
 - one child on a “trailer bike”, consisting of a construction fitted with handlebars, pedals and a single wheel in contact with the ground that is coupled to an adult’s cycle by means of rigid metal rods

Where cyclists should ride

Cyclists should ride on the right-hand side of the roadway. Certain paths are intended or even reserved for cyclists - they may be compulsory or suggested cycle tracks.

If there is such a cycle track alongside the road, you must use it. If pedestrians and cyclists use the same path, they should not get in each other's way or endanger each other.



Cyclists should warn pedestrians of their approach by ringing their bells.

There are other parts of the public highway that cyclists may not use, including the pavement and lanes marked with the sign shown below, while others have an additional sign that allows cyclists to use them.



In roads marked with this sign, you may cycle in either direction. Adapt your speed when you come up level with other vehicles, and stop if necessary. Observe the rules for priority at junctions with main roads.



Where cyclists should cross the road

This sign informs drivers that cyclists are emerging. Cyclists do not have priority, and must give way to all other road users.



This sign indicates a crossing for pedestrians and cyclists.

- Be careful, and take account of the distance and speed of oncoming vehicles
- Use a hand signal to indicate your intention to cross the road
- Do not move into the roadway unless the vehicle actually slows down and lets you cross
- Cross without dawdling or stopping



If the sign is only for a pedestrian crossing, you must dismount and cross on foot.



Don't force your entitlement to priority by rushing out into the road!

Did you know?

- In a built-up area, you must always ride in file
- Outside built-up areas, cyclists may ride two abreast, but one may not push the other or be pulled by the other. You should nevertheless ride in file in the following situations:
 - as soon as a vehicle comes level with you
 - as soon as a vehicle gets ready to overtake you
 - at junctions
 - at level crossings
 - on reaching the crest of a rise
 - in bends
 - at night, and during the day if visibility is poor
- For your own safety, you should always ride in file
- You may overtake on the right-hand side any vehicles that have stopped at a junction or a level crossing, but be extremely careful
- You should indicate any change of direction clearly and in good time, using arm signals
- You should leave distance to the side between you and any parked cars, in case a door is opened unexpectedly
- When you walk pushing your bicycle, you are considered to be a pedestrian and you may therefore walk on the pavement. If there is no pavement or usable verge, you should walk on the right-hand side of the roadway
- You are not allowed to use a portable audio player

Drivers' attitude to riders on two wheels

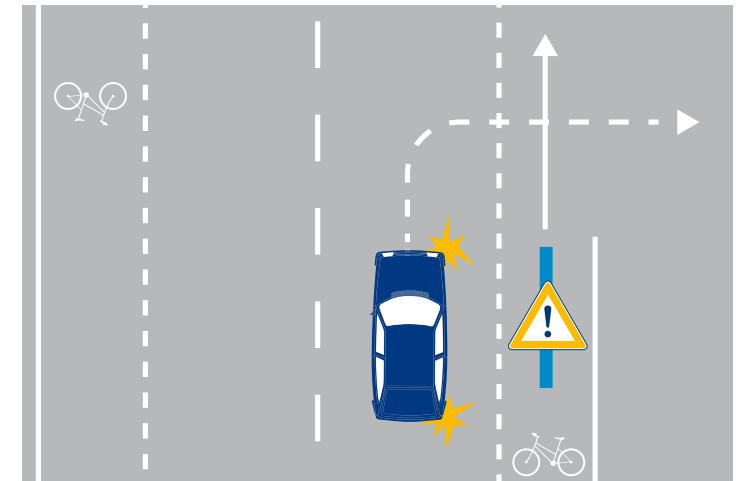
How to overtake a cyclist or moped rider

- Observe his/her style of riding
- Check the traffic using your rear-view mirrors
- If there is no danger in overtaking, use your left-hand indicator sufficiently early and leave a distance to the side of at least 1 metre
- If overtaking is not possible, leave a sufficient safety distance. Don't drive too close!
- Anticipate the rider's behaviour - he/she may change direction, stop suddenly, or swerve to avoid a manhole
- When you stop, check before opening your door that you will not be a danger to anyone on two wheels

Did you know?

- Cyclists are easily knocked off balance by the movement of air caused by vehicles overtaking them
- In certain situations, if you are not moving, cyclists and moped riders are allowed to overtake you on the right
- As you approach a cycle crossing, you must:
 - be prepared to brake
 - avoid overtaking
 - avoid changing lanes

- Cyclists have priority as soon as they indicate their intention to cross. If you let a cyclist cross the road, check he/she will not be in danger from other vehicles
- When turning right at a junction, you must allow priority to any cyclist on your right-hand side who is carrying straight on



For more information, download the [leaflet](#) produced by La Sécurité Routière.

Sources: [La Sécurité Routière \(Luxembourg\)](#) (Association for road safety), "Code de la Route Populaire 2011", [Ministry of Sustainable Development and Infrastructures](#), [La Prévention Routière \(France\)](#) (Association for the prevention of road accidents)