



OUR CHILDREN
AND THEIR BIKES



BANQUE
INTERNATIONALE
À LUXEMBOURG



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DEAR CHILDREN !



These days, traffic can sometimes be dangerous. This is especially true when you're cycling. And it's especially true for you, children and young people. First of all, you need time to learn and become aware of the dangers. The point is not to discourage you from cycling. But you do need to be prepared. You should always bear in mind that cycling presents a number of risks, and that there are many things you can do to make sure you cycle safely.

All this can be learned and taught. This learning and teaching - what we call road safety education - enables us to ensure that children and young people are protected when they are out and about on our streets. The aim of road safety education is to familiarise children with what constitutes responsible and safe behaviour. The programme is intensive, to ensure that even as adults, everyone will remember what they learned as children and know how to navigate the streets safely. We want to give you the means to cycle safely throughout your life. We want to teach you to recognise dangerous situations in a timely manner and ensure that you are able to avoid, manage or eliminate these situations.

However, nobody can provide road safety education on their own. Everyone has to do their bit. Schools and you, the children, too. This booklet is therefore aimed at the children, but also at the parents. You play an essential role in the success of our work. If you pay close attention and apply yourself, it will be a success for us all - for you, the children, your parents and road safety!

DEAR PARENTS !

Here are a few points to bear in mind when teaching your child to ride a bike using this booklet: consciously familiarise your child with certain behaviours over and over again. By doing so, your child should gradually gain independence. Always set a good example for your child. Children learn more from observing and imitating the behaviour of others than from instructions and words. Take your child's questions, suggestions and even criticisms about road traffic seriously. This will help them feel safer and more self-confident.

Good luck and every success to you and your child!

The « Sécurité Routière »



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HISTORY

- > The first bicycles, which we now more often call "bikes", appeared on the streets of Europe more than 175 years ago. As the roads at the time were more like "dirt tracks" with huge bumps, the bicycle was anything but comfortable and required a great deal of physical strength to use.
- > The first bicycles were called "draisienues", after their inventor, Baron von Drais. This forerunner of the bicycle did not yet have pedals. The cyclists had to propel themselves by keeping their feet on the ground. That's why they were also called "running machines".
- > Bicycles with pedals first appeared around 1850. The pedals were mounted on the front wheel, as is still the case today on children's tricycles. You had to pedal very often, which was very tiring. That's why, around 1870, the front wheel was widened: the big two-wheeler was invented.

Riding a large two-wheeler wasn't easy. First of all, it was difficult to get on and off. In addition, the rear wheel often tipped forward on bumpy roads, causing serious head injuries to the rider. The bicycle helmet had not yet been invented.

- > Around 1880, bicycles very similar to today's bicycles could be seen on the streets. The pedals were no longer connected to the front wheel. Instead, cogs were used, linked by a chain. Chain transmission to the rear wheels had been invented.
- > The first bicycles had wooden wheels with metal tyres. Then came the transition to metal wheels with leather or solid rubber tyres, until the arrival of pneumatic tyres, similar to the tyres we still use today.



2

EQUIPMENT AND REGULATIONS ACCORDING TO AGE

2.1. What you need to make your bike safe

Make sure you never venture out into traffic if your bike isn't safe. To do this, you need the right equipment.

First of all, the right fit. Your bike should be neither too small nor too big. Ask your parents to take you with them when they go to buy your bike - that way, you'll be sure to buy the right size.

How many parts do you think comprise a bike? Each bike is made up of over a thousand parts. So, obviously, each part has to be reliable for everything to work properly. But there are a few things you need to pay particular attention to.

If you want to ride on the road, it's essential that your bike is equipped with the following

7 items of equipment:

1. A very loud bell that rings as loud as possible
2. Two brakes that work independently of each other
3. A white or yellow headlight
4. White or yellow spoke reflectors; you need at least two on each wheel, one opposite the other. You can also use tyres with reflective sidewalls. But they must also be yellow or white.
5. White or yellow rear reflectors on the bike's pedals
6. A red rear light
7. And also a red rear reflector



What you need to make your bike safe:

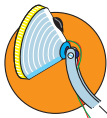
1 a very loud bell



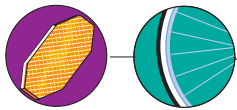
2 Two brakes



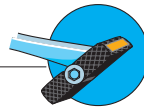
3 A white or yellow headlight



4 White or yellow spoke reflectorse



5 rear reflectors on the bike's pedals



6 red rear light



7 a red rear reflector



But be careful! The same does not apply to all bicycles. It may sound strange, but it's the rule. If a cyclist only uses their racing bike for training and racing, they don't have to have everything when it comes to lighting.

Another exception applies to mountain bikes. If a cyclist rides his mountain bike on the road during the day in good weather, there's no need for the bike to be fitted with a red rear light. And white front reflectors are enough, so there's no need for a front light in this case.

If the cyclist's shoes are fitted with rear reflectors, he won't even need the extra reflectors on the pedals. But it's obviously safer with all the reflectors and all the lights !

BMX bikes and mountain bikes are not intended for use on the road. They are bikes for sport and leisure. This is why they are not always safe in terms of road safety, i.e. they are not fitted with the 7 items of equipment we have just listed. If you want to ride such a bike on the road, you must first ensure that it is equipped with these 7 features

2.2. How old do you have to be to...

...finally have the right to drive alone on the road?

AT 10!

From the age of 10, you are allowed to ride your bike alone on the road.

Until the age of 13, you are allowed to ride on the pavement.

If you are under 10, you are also allowed on the road, but only if you are accompanied by someone aged 15 or older. But once you reach the age of 6, you are already allowed to make the journey to and from school on your own.



2.3. Sharp minds wear a helmet!

*Watch your head,
you will still need it!*



In the event of an accident, all these precautions are worth little without a helmet. Or rather if you don't wear a helmet on the road.

A helmet isn't stupid, and wearing one doesn't look stupid either - a helmet is a necessity. It's anyone who refuses to understand that who's stupid. It's as simple as that.

So wear a helmet, after all, you've only got one head and you need to protect it

But not all helmets are made of the same quality. There are good ones and bad ones. So here are a few points to bear in mind when buying a helmet:

- > The helmet must not press or wobble on your head. Try it on in the shop to make sure it fits. Check that the helmet fits your head properly.
- > It's also essential to choose a helmet with a chin strap. You need to be able to close the strap properly. It's even better if you can open the helmet with one hand. But even the best chin strap is useless if you can't adjust it so that the helmet rests firmly on your head. It has to fit tightly. All right?
- > You need to be aware of what's going on around you when you're cycling. That's why your helmet shouldn't cover your ears.
- > Above all, it should protect your forehead and the back of your head. And to make sure you don't get too hot when you're riding, choose a helmet with ventilation slots. That way, your head will be well ventilated.
- > Your helmet shouldn't fall over your eyes. - This isn't likely to happen with the right size helmet, but it's still something to watch out for. You need to have good vision in all directions. And of course, the helmet has to look cool too. In any case, bright colours are preferable. These colours have two advantages: they make it easier for other road users to see you, and they look nice and cool in summer.



> You can also check that the helmet has been tested for safety. This can be seen from the CE mark (DIN EN 1078). And one more thing. If you're unlucky and fall off your bike and your helmet takes a serious blow, you need a new helmet. Even if your helmet looks like it's still in perfect condition. Serious damage to a helmet is often not visible from the outside. It's better to be safe than sorry and get a new helmet that you can be sure isn't damaged.

That way, you can be sure you're really safe. And safety comes first! But sharp minds know this all too well. And they take care to protect themselves.

> **Caution:** It's forbidden to wear headphones when you're cycling, as they prevent you from hearing traffic noises such as approaching cars, sirens, etc.

2.4. Riding together? Yes, but how?

It might be fun to take someone with you on the luggage rack - but it's not allowed. The risks are simply too great. Until you turn **18**, no one is allowed on your bike.

It is only after the age of 18 that a cyclist is allowed to carry a child under the age of 8 in a special child seat.

From the age of 18 onwards, cyclists are also allowed to transport 2 small children in a special trailer. The children must be aged under 8 and wear a seatbelt. The trailer must meet specific technical requirements. The bicycle must be fitted with a rear-view mirror.



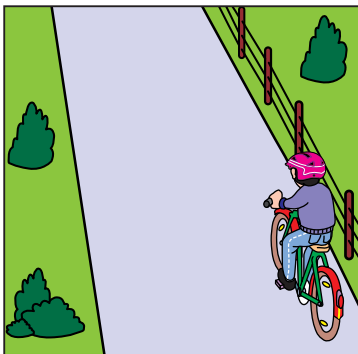
You've probably already guessed it: there are also a few things to bear in mind when choosing the right child seat - Safety first and foremost.

- The shell of the seat (where the child sits) must be sturdy, but it must also be comfortable so that the child doesn't get a sore bottom after a journey.
- Think about it for a moment: where is the easiest place for children to injure themselves if they fall? You're right: the legs. So they need to be protected by leg protectors. And because children are constantly growing, this protection needs to be adjustable so that it always fits properly.
- The child seat must be equipped with footrests on which the child can rest his or her feet. It makes sense to choose adjustable footrests!
- And the safety belts should also be adjustable.
- Of course, the seat must also be practical. It shouldn't take you hours to mount it on your bike. The brackets with which the seat is attached to the bike must not open during use. But that goes without saying. Or at least now you know. You haven't fallen on your head after all !

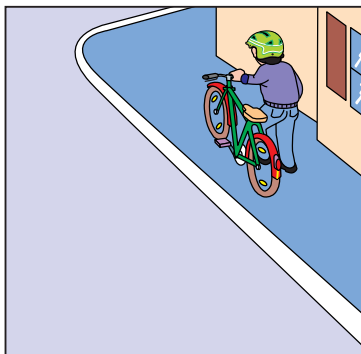
3 MAIN RULES OF THE ROAD CODE



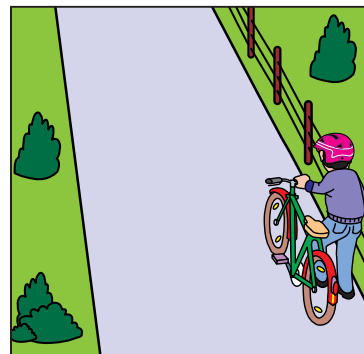
3.1. On the right side of the road



You need to stay on the right-hand side of the road when cycling.



When you push the bike with your hand, you are a pedestrian pushing something. So you have to walk on the pavement.



On roads without pavements, you must walk on the right when pushing your bike.



3.2. Side by side or one behind the other?

- > In town and city traffic, in areas where the speed limit is 20 or 30 km/h, you can always cycle side by side.
- > In town and city traffic, in areas where the speed limit is 50 km/h, you can cycle side by side, except:
 - when a vehicle wants to overtake,
 - on bends,
 - after a climb before the summit,
 - before and on level railway crossings,
 - at night or when visibility is reduced
 - (e.g. in rain or fog).
- > Outside town and city limits, you can cycle side by side, even if a vehicle wants to overtake you. But there are other exceptions, which require you to cycle one behind the other:
 - on bends,
 - after a climb before the summit,
 - before and on level railway crossings,
 - at night or when visibility is reduced
 - (e.g. in rain or fog).

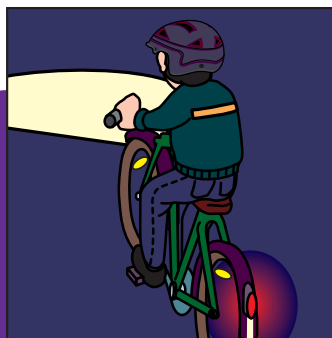
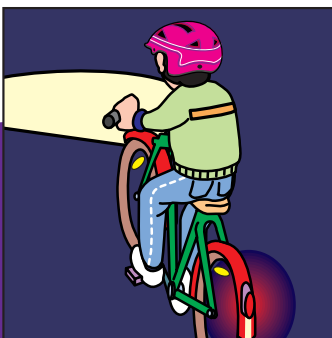
3.3. Be careful – it's dark!

Cycling can be quite dangerous in the dark. But not just when it's dark. Even at dusk or in fog, cycling can be dangerous. If visibility is poor, or if it's raining heavily, you need to be on your guard.

You should immediately switch on your bike lights for two reasons. Firstly, so that you can see better - that makes sense! But also, and this is almost more important, so that others can see you better. If people can see you, you can keep driving safely.

So you need to make sure that the lights on your bike are always working, even if you think you'll only be riding during the day and in good conditions. The weather can change quickly, and you'll be in a lot of trouble if your lights don't work and it rains. So only get on your bike if you're sure the lights on your bike aren't broken.

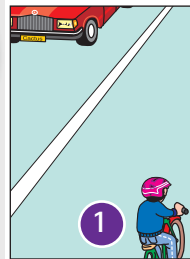
And don't forget to wear bright clothes and to fit your bike with reflectors. That way, you'll be seen sooner and from a greater distance.



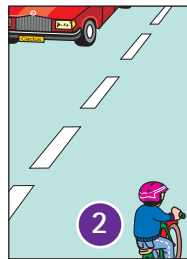
3.4. Important road markings and traffic signs

3.4.1. Road markings

If you want to drive on the road, you need to know exactly what the markings mean, i.e. the lines and arrows that are painted on the road. And, of course, you also need to know what to do if there are road markings.



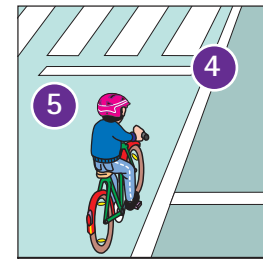
Continuous line



Dashed line

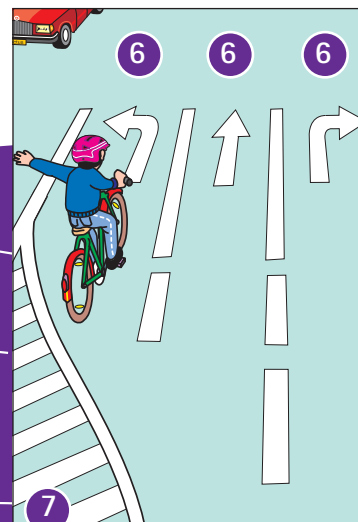


Double middle line



Parking space

- 1** Continuous line: This is a line in the middle of the road with no gaps. It divides the road into two lanes. You must not cross this line. This means that you are not allowed to venture onto the left-hand side of the lane.
- 2** Dashed line: Like the solid line, this line is also located in the middle of the road. But there are gaps in the line. You can cross this line if you are sure that nothing can or will happen to you.
- 3** Double middle line: This marking consists of a solid line next to a dashed line. You can only cross this line on the side where the broken line is.
- 4** Pedestrian crossing: As you already know, pedestrian crossings are there to protect pedestrians. You also have to let pedestrians cross freely, without obstructing them yourself or with your bike.
- 5** Stop line: You must stop in front of this line.
- 6** Directional arrows: If the lane in front of an intersection is divided into several lanes - for example, one for turning left, one for going straight ahead and one for turning right - these lanes are marked with directional arrows. You need to choose the right lane. If you want to turn left, use the left-turn lane, if you want to go straight ahead, use the straight ahead lane and if you want to turn right, use the right-turn lane. Once in one of these lanes, you can only drive in the direction indicated by the arrow.



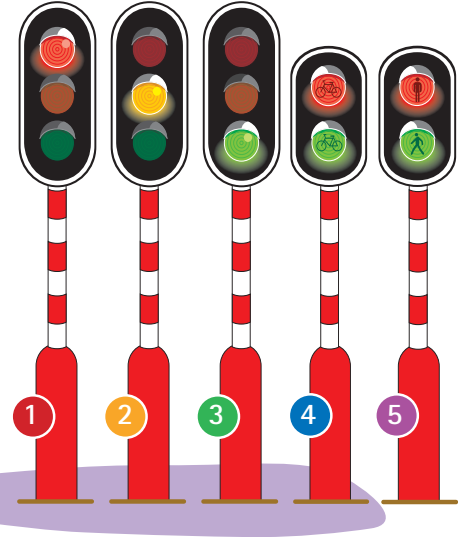
7 Zebra stripes: Zebra stripes are large white markings on the ground. You are not allowed to drive over them.



3.4.2. Traffic lights

The term "light signals" simply refers to traffic lights. You already know them. These traffic lights guide traffic safely through junctions. The traffic light illuminates in one of three colours - green, orange and red - to tell you what you need to do.

1. **Red** always means you must stop. Entering a crossroads with a red light is a very bad idea and could be fatal.
2. **Orange** means you are not allowed to cross the junction as you normally would. An orange light means you must stop. If the light is amber, you must stop before the stop line, because the light will change from amber to red! Of course, you may already be in the middle of the crossroads when the light turns orange. You should then leave the crossroads carefully and as quickly as possible, as other traffic coming from the left or right is now entering the crossroads.
3. **Green** means it's safe to drive.
4. These rules also apply when crossing the road at a cyclist traffic light.
5. However, if you want to cross the road by bike at a pedestrian light, you must get off your bike and cross the pedestrian crossing by foot. Because, as you know, the pedestrian crossing is reserved for pedestrians.



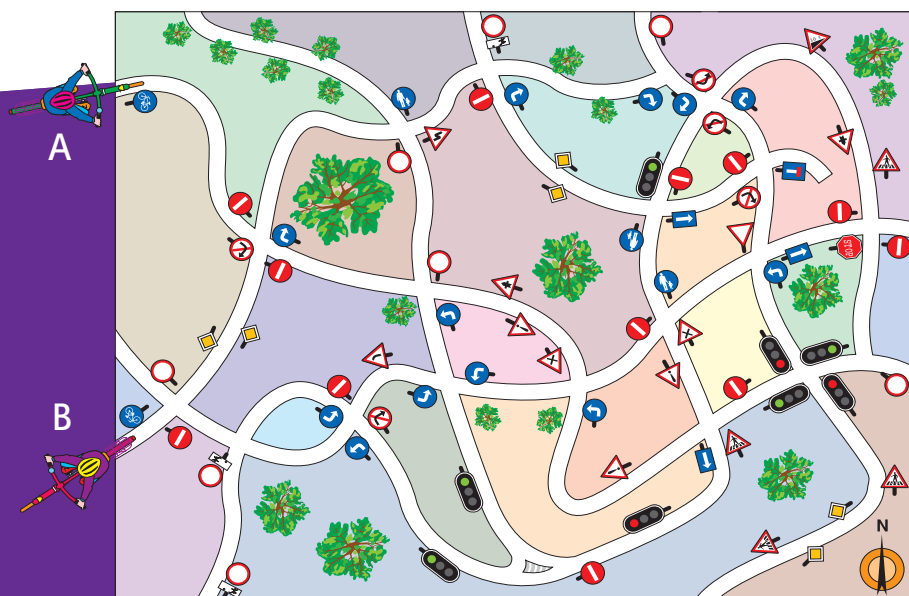
Exception for cyclists

The red light indicates that drivers wishing to continue straight ahead must stop. The orange arrow indicates that you can make a safe right turn with your bike. However, you must give way to vehicles coming from the left and watch out for pedestrians.

Then there's the flashing orange light. This light is sometimes shaped like an arrow. A flashing orange light means: Be careful! If there are no traffic signs at the crossroad, you must give way to the right!

3.4.3. Game

Which route must cyclist A take to catch up with cyclist B? He must obey all the road signs during his race.



3.5. The most important traffic signals...

There are different types of road signs::

... without which traffic would be total chaos. You absolutely must master them if you want to drive on the road!

1. The road signs that indicate where you can or must drive



Cycle lane shared with pedestrians: These signs tell you that cyclists and pedestrians share this lane. You must ride carefully so as not to endanger pedestrians.



Cycle path: The cycle path is always the safest route for you. If there is one on your route, you must use it.



Recommended cycle path/cycle path shared with pedestrians: If such a path runs alongside the road, you can use it, but you don't have to.



Pedestrian and cyclist crossing: Here, you can cross the pedestrian crossing safely with your bike. But only once approaching vehicles have slowed down enough to let you pass.



You are always allowed to cycle in residential areas with reduced traffic flow or shared-use zones. But you must be careful of other people who are also moving in these areas. Other people must not be hindered, let alone put at risk. But that goes without saying.



Dead end: This road ends in a dead end for motorists. Cyclists and pedestrians can continue by bike or on foot.



Cycle street: This road is meant to be used by cyclists. Cars are also allowed here, but only at a slow pace and on condition that they do not hinder cyclists.

2. Traffic signs to help you cross a crossroads safely



Stop sign: If you see a stop sign, you must stop before the stop line. You are not allowed to continue without stopping. When you stop, look to see if there are any vehicles coming from the right or the left. You can only continue once you have let all these vehicles pass.



Crossroads with right priority: This sign indicates that the next intersection will be regulated so that the vehicle coming from the right always has priority. So when you get to the junction, make sure there are no more vehicles coming from the right before continuing.



Yield the right of way: This sign means that you must let all vehicles coming from the left or right pass before continuing. They have priority - not you.



Intersection with one or more roads that do not have the right of way: This sign means that you are approaching a crossroads where others must wait until you have passed. However do not speed: always be careful. After all, you never know!



Priority road: The rule says that you always have priority when driving on this road. So you never have to stop. But it's still better to be careful: you never know. A careless driver could put you in danger. So it's better to drive carefully than risk an accident.

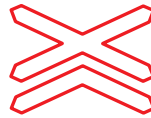


Configuration panel: All the roads that meet at the next crossroads are shown on this panel. Roads in bold have priority. So if you are currently on a bold road, you have priority. If you are on a road shown with a thin line, you must give way to others.





Priority for oncoming traffic: You must first give way to oncoming traffic, i.e. vehicles coming towards you.



Croix de Saint-André: This sign is always found before a railway crossing without a barrier. It tells you to be careful when crossing the railway crossing. Make sure there are no trains approaching. And watch out for other vehicles too!



Priority over oncoming traffic: Now it's the other way around. Oncoming traffic must wait for you to pass.

3. Signs indicating that you are not allowed to ride your bike



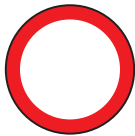
No entry: This is a one-way street. In a one-way street, you can only cycle in one direction. The sign tells you that you are about to enter the street in the wrong direction and that you are therefore not allowed to enter this street. This applies to all vehicles. However, if you wish, you can get off your bike and push it onto the pavement.



Pedestrian passage: This passage is reserved for pedestrians. Bicycles are not permitted. Only children under the age of 13 are allowed to play with their bikes here.



Pedestrian zone: The pedestrian zone is, as its name suggests, for pedestrians only. You are not allowed to cycle here. Only children under 13 can play with their bikes here.



General driving ban: Nobody is allowed to drive here, except residents and their suppliers. The ban also applies to you and your bike.



No access for cyclists: You are not allowed to cycle on this street.



Where necessary, special additional signs may allow cyclists to use these streets or to travel in both directions.



4. Road signs indicating dangerous places



Dangerous bend(s): The bends ahead are not easy to take. You must therefore drive carefully around these bends.



Pedestrian crossing: If your driving style doesn't allow you to stop in time before the pedestrian crossing, you can endanger pedestrians. You must first let pedestrians cross the road before continuing.



Dangerous descent: A dangerous descent is a steeply inclining road. Here too, you need to drive carefully.



Works: Here too, you need to be very careful when cycling.

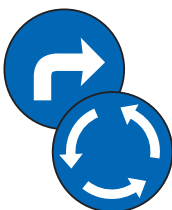


Projection of gravel: It's easy to slip on gravel, those little stones. So be careful!

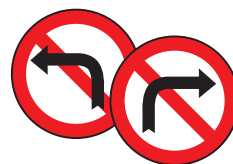


Other risks: This sign indicates a dangerous area. So keep your eyes wide open!

5. Road signs indicating the direction in which you can or must drive



Compulsory direction: You arrive at a crossroads. At the intersection, you can only drive in the direction indicated by the arrows on the sign.



No turning: You are not allowed to turn in the direction indicated by the arrow here.



4 PRIORITIES

4.1. Priorities

What do you do when you approach a crossroads on your bike? So what do you do? Exactly! You look to see if there's another vehicle on the cross street or coming from the opposite direction.



What do you do if there's someone coming from the side street, i.e. if there's cross traffic?

You have to work out where the traffic is coming from. Then you have to ask yourself which priority rule applies to cross traffic. The solution isn't very complicated.

For cross traffic, it's: Right priority

This means that vehicles coming from the right have the right to go first. Those coming from the left must let you pass.

But be careful! There is one exception:

Some roads and streets never have priority. So if you're driving on such a road, you must also give way to vehicles coming from the left. These roads are indicated by the "General traffic ban" sign.



2

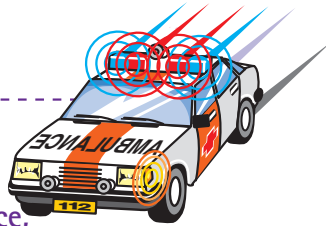
What do you do when you come to a crossroads with oncoming traffic?

You need to work out where these vehicles want to go. Then you have to ask yourself which priority rule applies to oncoming traffic:
The rule is not complicated. It's as follows:
Drivers going straight ahead and those turning right have priority over those turning left.

There is an exception here too:
Vehicles travelling on a priority road - this is the road making a bend, as indicated on the configuration sign - always have priority, even if they are turning left.

3

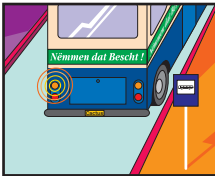
Emergency vehicles (e.g. police, ambulances and fire brigades) always have priority.



4

Vehicles entering the road, for example by leaving a parking space, never have the right of way.

5



There is one exception: public busses leaving a bus stop in a town or city always have priority.

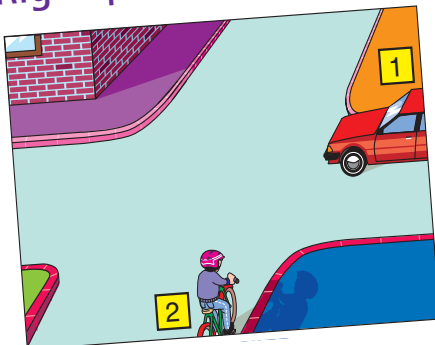
Let's take a closer look!

4.1.1. Priority at a junction without priority signs

At a junction without priority signs, you must first look at the cross traffic and determine where it is coming from. The question is whether the cross traffic is coming from the left or the right.

The priority rule is as follows: The vehicle coming from the right can drive first. So:

Right priority



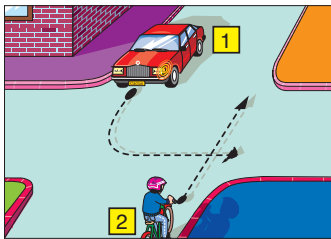
Here's a picture, look at it carefully! You are the cyclist. First, look at the cross traffic. What do you see?

That's it: First you need to know where the cross traffic is coming from. You see a car entering the junction from the right. So you have to let that car through. Then you can go ahead. But the driver of the car must also pay attention to the cross traffic. As there is no-one coming from his right, he has the right to drive on. You're only allowed to drive once the car has passed.

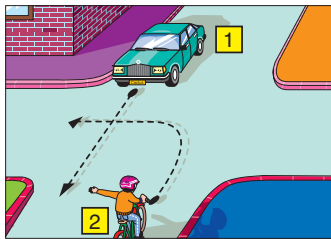
You probably also remember what to do when you come to a crossroads with oncoming traffic, i.e. with other vehicles coming towards you. Remember the rule:

Drivers going straight ahead and those turning right have priority over those turning left

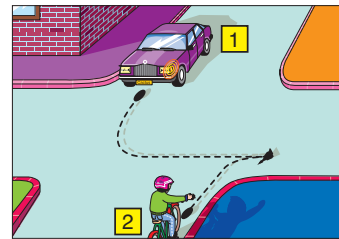
The following pictures show three different situations. The arrows indicate where the other vehicle wants to go. Note the order in which the vehicles are allowed to travel. Who is allowed to go first?



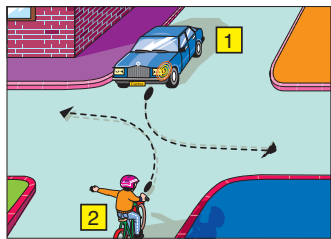
A 1: 2:



B 1: 2:



C 1: 2:



◀ The fourth picture is a little different. Please note:

The two vehicles want to turn left. The arrows indicate that they can pass each other without any problem. They are therefore authorised to drive at the same time without anything happening.

4.1.2. Priority for cross traffic at a junction with priority signs

You need to observe where the cross-traffic is coming from. It doesn't matter which direction the cross-traffic is coming from. The rule is as follows:

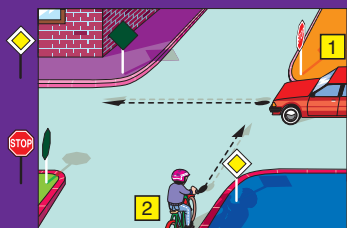
So if you see a sign at a crossroads, it means that the "right priority- rule no longer applies to cross-traffic!



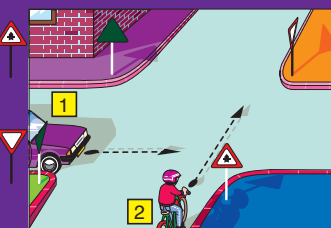
The priority road has priority over a non-priority road

You already know the different priority signs. They tell us which road has priority and which does not.

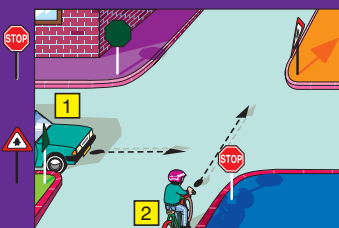
Here are a few more examples. Note again the order in which the different vehicles are allowed to travel. So? Who has the right to drive first?



D



E



F 2:



4.1.3. Priority for oncoming traffic at a junction with priority signs

You arrive at this crossroads:

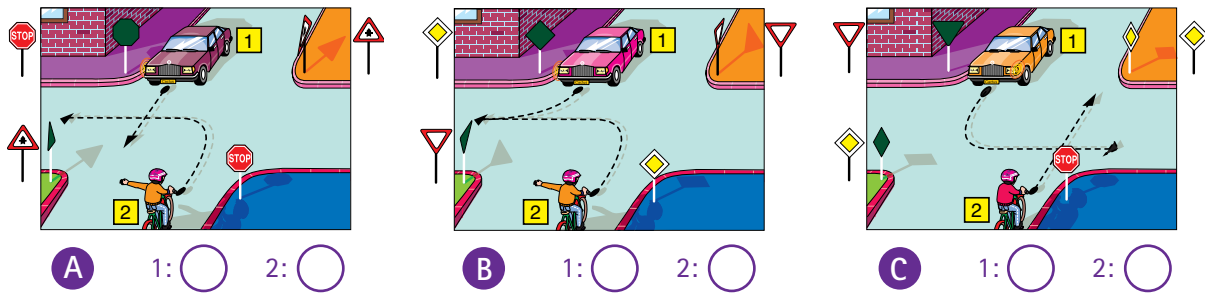
The priority sign indicates that you are on a road that does not have priority. You've probably already noticed that there is no cross-traffic. But a vehicle is coming towards you. This vehicle is also on a road that does not have priority. And this vehicle is travelling in oncoming traffic, just as it is coming towards you. If there is oncoming traffic, you need to observe where this traffic is heading.

Drivers going straight ahead and those turning right have priority over those turning left

It is not the priority signs that regulate priority in this case.

In the case of oncoming traffic, the following rule also applies at a junction with priority signs:

Here are three examples. The arrows indicate in which direction the vehicles want to go. Who has the right to drive first?



4.1.4. Roads and paths without priority

You already know the different road signs that indicate that you are on a road that does not have priority.

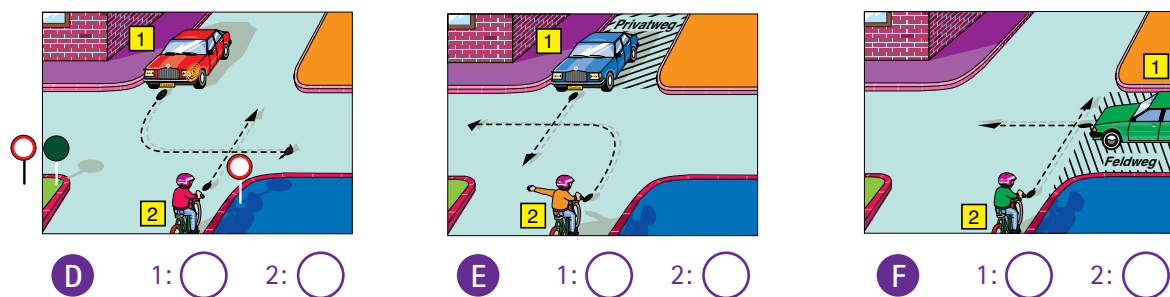
However, there are also several types of non-priority roads that are not marked with such a sign.

You already know them. There are three different types of roads:

- Roads marked with the "General traffic ban" sign. Only people who live there are allowed to drive on these roads. People visiting someone who lives on such a road are also allowed to drive on it. The same applies to suppliers, i.e. people making a delivery to someone living on that street.

Vehicles coming from this type of road must always give way to cross traffic. However, in the case of oncoming traffic, the following rule again applies: Drivers going straight ahead and those turning right have priority over those turning left.

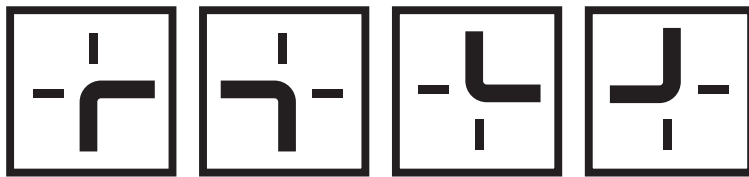
- Dirt roads without a solid surface.
- Private roads that you can only use if the owner authorises you to do so. Vehicles coming from this type of road do not have priority and must give way to cross traffic and oncoming traffic.



4.1.5. Priority at a crossroads

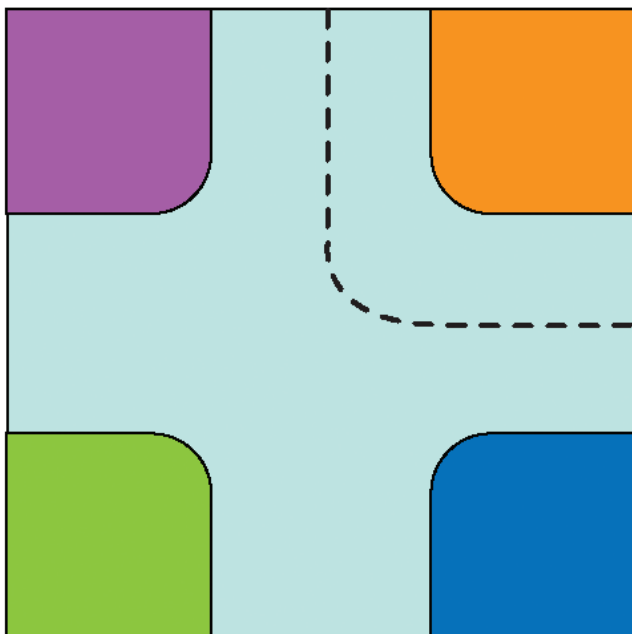
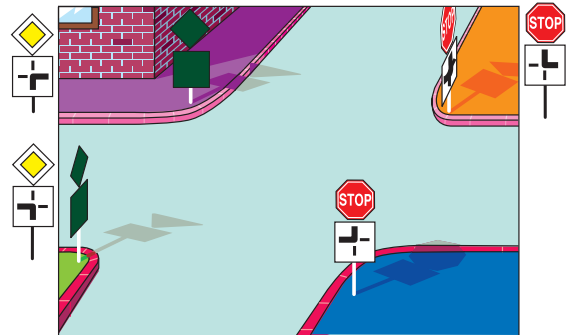
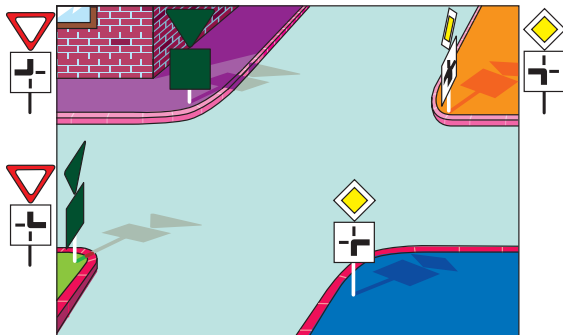
It's not always straight ahead roads that have priority. It may also be a road that turns at a crossroads or intersection that has priority. In other words, the road that turns right or left at the crossroads. This is also referred to as a priority road, even if it is making a bend.

On such a road, in addition to the priority sign, there is another sign that tells you the path of the priority road. This sign is called the configuration sign. It looks something like the following:

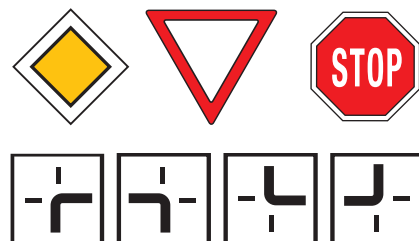


The bold line shows the priority road.

Here are two examples of priority roads making a bend. You already know the signs and what they represent. Trace the priority road in green.



This is a crossroads. The dotted line shows where the most traffic is. We're now asking you to turn this stretch of road, where most of the traffic is, into a priority road. What traffic signs and configuration panels should you place and where should you put them? Draw them!



4.1.6. Emergency service vehicles

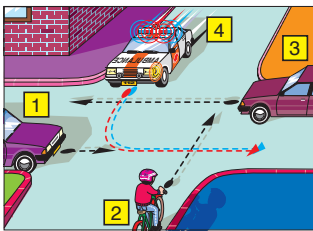
Emergency vehicles always have priority over all other vehicles

What are the different emergency service vehicles? Medical vehicles (ambulances, etc.), police, army, civil emergency and fire vehicles. However, these vehicles only have priority everywhere when they are really on an emergency and on duty. You can recognise them by their flashing blue lights and special vehicle warning devices (e.g. a siren).

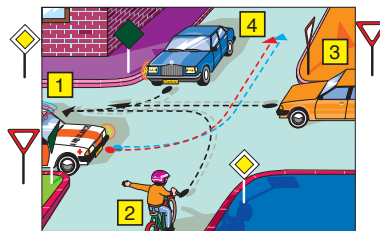
The rule, which states that they have the right of way when their blue lights and siren are on, applies to traffic in the same direction, to cross traffic and to oncoming traffic. All vehicles must immediately give way to emergency vehicles and stop if necessary. This applies even if the traffic lights indicate otherwise.

You can probably imagine why. When these vehicles are on duty, they have to move very quickly so that they can get to the people who need help in time.

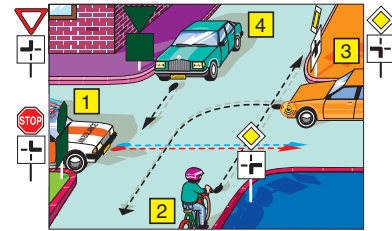
Note the order in which the vehicles are authorised to travel. The emergency vehicles are shown in the drawings as follows:



A 1: 2: 3: 4:



B 1: 2: 3: 4:



C 1: 2: 3: 4:

4.1.7. No right of way when entering the roadway

Vehicles entering the roadway must give way to vehicles already on the roadway.

When can it be said that you are entering the carriageway or that a vehicle is doing so?

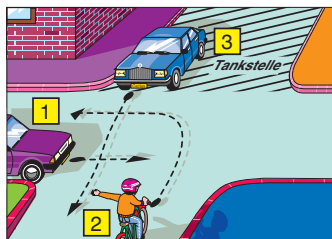
- when you leave a property (e.g. a garage, a service station, a side passage) to enter the public road,
- when you re-enter the road after stopping or turning.

But, if we followed this rule, public busses would often have to wait a very long time before they could leave a stop and re-enter the carriageway.

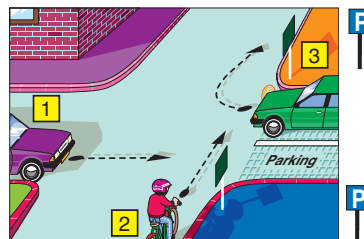
Especially during periods of heavy traffic. They wouldn't be able to keep to their timetables and everyone would be late. That wouldn't be very pleasant. Therefore, an exception applies to public busses. If a bus wants to leave the stop, you have to let it drive off if you're in a town or city. The rule is as follows:

In town and city centres, buses leaving a fixed bus stop have priority.

Note the order in which vehicles are allowed to circulate.



D 1: 2: 3:



E 1: 2: 3:



F 1: 2:

4.2. Turning left

How do you make a proper left turn?

This illustration should help.

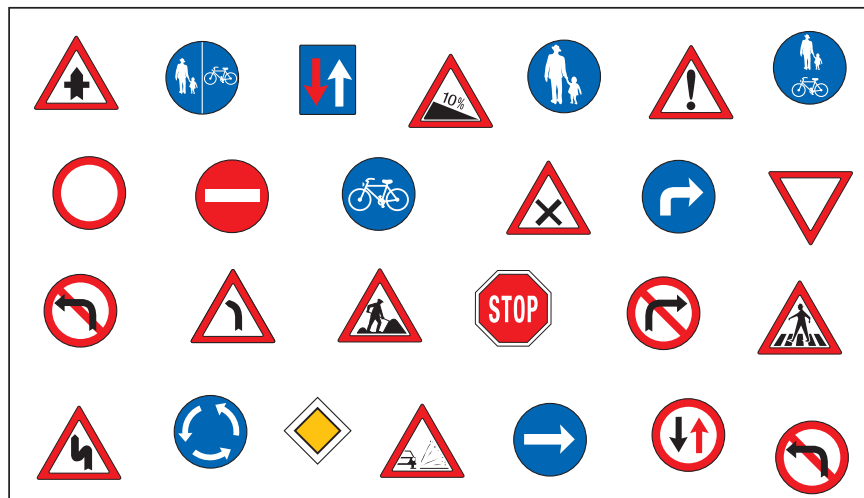


1. You must look behind you and watch out for other road users
2. Then indicate that you want to turn left (by showing your hand).
3. Head to the left.
4. Drive to the middle of the lane.
5. Observe the traffic lights and signs and the instructions of the police officers at the crossroads.
6. Make sure you respect the priority rules that apply to the cross street.
7. Give way to oncoming traffic.
8. Drive into the side street without turning too sharply.

Also pay close attention to pedestrians when entering the side street. Make sure you don't endanger them when they cross the road.

4.3. Game

Circle the priority signs.



5 PRACTICE

5.1. The « Coupe Scolaire »

Learn how to ride a bike properly with "Sécurité Routière"

Learning to ride a bike must be exciting too. Don't you think? Since the 1960s, the "Sécurité Routière" has been organising the COUPE SCOLAIRE for cycle 4 cyclists every spring.

It all takes place in 3 stages. First there's the theory test, followed by the practical test and, with a bit of luck, you may be invited to take part in the big day: the national final.

The big advantage is that you'll really learn to ride a bike from the ground up - and all the while having fun. However, you'll need to do some revision until the end of April to prepare for the theory test. This will take place at school, during the road safety education course. Then it's off to the fun part: the practical tests. They take place in real traffic, on the street (Coupe-Scolaire-Circulation). Everyone can take part. During a drive around the city, you'll have the chance to put into practice what you've learnt in theory and show what you can do in real-life situations.

And I assure you, it won't be as easy as all that!

We won't be blocking the roads for you and your comrades. But we will of course be watching out for you. The police will be present and signs will warn motorists of your presence on the road. They will be even more careful than usual.

Parents and teachers will be stationed at various checkpoints to assess your behaviour. To see if you're doing everything right.

All those who have not made a serious mistake will have the chance to take part in the national final. A draw will determine the lucky finalists.

The Coupe Scolaire is not a competition where only the best win. The Coupe Scolaire is an opportunity for all of you to take to the streets and stay safe.

That's why the finalists are chosen by drawing lots. If the parents or teachers in your town or school want to take part and organise a Coupe Circulation, they should give Sécurité Routière a call. They'll give them all the details and tell them everything they need to know.

All that's left is for us to wish you **GOOD DRIVING!**

5.2. Short bike lessons

At last: it's time for a little tour!

You can learn to ride a bike at a very early age without any problems. But as a bike only has two wheels, it's important that you learn not to fall off. You can train your sense of balance with a few exercises. The exercises are very simple. Ask your parents to hold you firmly under the arm on both sides so that you're well supported.

This way, you won't fall over, but you'll be able to feel if, without help, you would have lost your balance in one situation or another. This way, you can slowly get used to the bike and you'll feel more and more confident on it.

Here are a few exercises to get you started. Choose a safe place to practise, of course.

Balance exercises will teach you not to fall. They'll also help you get used to your bike.

1. Exercise: Get on it – Start – Drive straight on – Get off



Draw a straight line on the ground with chalk. Then try to drive exactly along this line. Keep both hands on the handlebars. If it's become child's play for you, you can try holding out one hand, then the other. That's it! You already know how to ride with one hand. That's great!



But you also need to practise looking left and right. You also need to be able to look behind you. But be careful, so you don't fall! How did it go? Can you do it? Well done!

2. Exercise: So that you stop where YOU want to and not where the bike wants to

Try your brakes first. First the one that brakes the front wheel, then the one that brakes the rear wheel. Can you feel the difference? If you think you've figured out where and when to brake, draw a square about 20 x 20 cm on the ground. Drive towards the square and try to brake so that your front wheel lands in the square staying upright on your bike. Not as easy as that, is it?

3. Exercise: Taking a turn – With both hands and with one hand – turn while giving a hand signal

Draw a big eight on the ground. Then try to roll exactly along the lines you've just drawn. Slowly at first, then faster and faster. If you get it right, try using just one hand. First with one, then with the other. And don't forget to keep your arm straight. You'll need to know how to do this on the road when you want to turn.

And you should also practice doing this:

1. Slalom driving
2. Passing over obstacles
3. Riding on a tipper

5.3 Personal transportation devices and electric micro-vehicles

Personal transportation devices

Children under the age of 13 are allowed to use roller skates, skateboards, bicycles, scooters, etc. on pavements, park paths or pedestrian areas.

From the age of 13, children may also use roller skates, skateboards, scooters or other non-electric means of transport on pavements, in park alleys or pedestrian areas.

These vehicles are called personal means of locomotion and are treated in the same way as pedestrians.

However, from the age of 13, it is forbidden to ride a bicycle on pavements.

Electric micro-vehicles

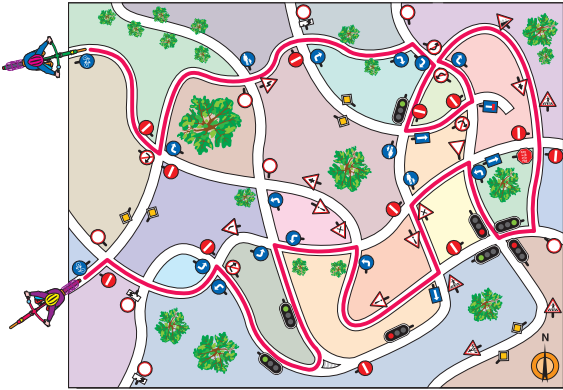
Electric micro-vehicles, such as electric scooters and hoverboards, are subject to the same rules as bicycles.

Please note: children under 10 years of age may not ride on public roads (including pavements, cycle paths or pedestrian zones) with an electric bike or electric micro-vehicle.

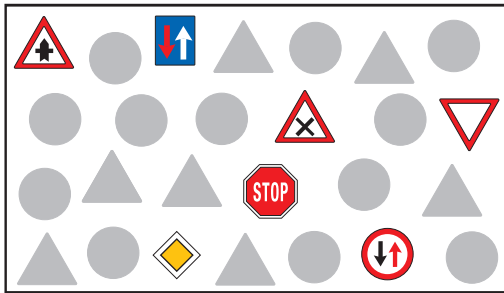


6 SOLUTIONS

Solutions page 13



Solutions page 22



Solutions pages 18,19, 21

Page 18 **A** 1: (2) 2: (1) **B** 1: (1) 2: (2)

C 1: (2) 2: (1) **D** 1: (2) 2: (1)

E 1: (2) 2: (1) **F** 1: (1) 2: (2)

Page 19 **A** 1: (1) 2: (2) **B** 1: (1) 2: (2)

C 1: (2) 2: (1) **D** 1: (2) 2: (1)

E 1: (2) 2: (1) **F** 1: (2) 2: (1)

Page 21 **A** 1: (4) 2: (3) 3: (2) 4: (1)

B 1: (1) 2: (4) 3: (2) 4: (3)

C 1: (1) 2: (3) 3: (2) 4: (4)

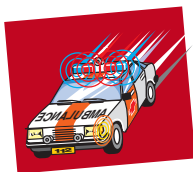
D 1: (2) 2: (1) 3: (3)

E 1: (2) 2: (1) 3: (3)

F 1: (1) 2: (2)

7 GAME

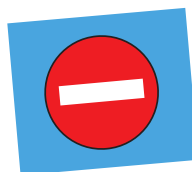
Last but not least,
a great traffic game awaits you on the last page. You'll need
a dice and a coloured pawn for each player. All you have to do
is follow the marked route.
The first player to reach square 63, wins.
Just like on the road in real life, you and your fellow players will
experience different situations that you already know well
as the good cyclists that you are.



Warning: You must give way to the emergency service vehicle.
Pass your turn 1x



The traffic light is red.
You must wait on this square.
You cannot continue, even if you have dice points left.



What a shame! You've ignored the road sign and gone down a one-way street. That's illegal.
Go back to square one.



Warning: This is a danger sign.
You have to be very careful here.
Pass your turn 1x



Well done. You have complied with the priority rules.
Move forward one square.



Well done. It's getting dark and you've remembered to turn on your bike lights.
Move forward two squares.



You arrived safely and you won.







An initiative from the



**SÉCURITÉ
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