



Department
for Transport

Cycling and Walking Investment Strategy: Safety Review Consultation on a review of The Highway Code

Moving Britain Ahead

July 2020

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Foreword



Keeping our roads safe for everyone, and in particular vulnerable road users, is one of my key priorities. Everyone has an equal right to use the road, and we want to make certain they do so in a safe, considerate and responsible manner. The Highway Code is essential reading for all road users. It helps to keep our roads safe by setting out rules, techniques and advice for all road users.

It is therefore important that The Highway Code keeps pace with changes, both to the way that people are travelling as well as the infrastructure in place to support our journeys. In November 2018, we published the Government response to the Cycling and Walking Investment Strategy Safety Review which committed to update The Highway Code to improve safety for cyclists, pedestrians and horse riders. This is more important now than ever. We are seeing record numbers of people taking up cycling and The Highway Code needs to keep pace with how people are using the roads.

We want to encourage people to think about how they travel and choose more sustainable and active modes. As we look to the future it is sensible that our transport recovery plans support our goals to decarbonise, and to improve air quality and public health. This takes account of how people's travel habits and preferences have changed as a result of coronavirus, and how we can embed the active travel benefits that we are seeing in both our cities and rural communities. Safety is a key factor in determining that choice, so the changes proposed in this review of The Highway Code focus on improving safety for cyclists, pedestrians and horse riders and will initiate a positive shift in user behaviour.

As well as placing a clear emphasis on responsibility and ensuring that travelling by foot or by bike is safe and convenient, we also wanted to reflect the latest enhancements in cycling infrastructure in the updated Highway Code. As cycling has become more popular we have seen significant investment in new cycle lanes and tracks, along with innovative cycle junctions and cycle-friendly signals. It is important that all users of the road are aware of and know how to use the carriageway.

And that investment is set to continue at pace with the recently announced £2 billion package to enable more alternative and greener forms of transport, such as cycling and walking. £250 million of this constitutes an emergency active travel fund ensuring that new measures can be introduced quickly to deal with constraints on public transport capacity due to social distancing requirements and provide safe and attractive alternatives for cycling and walking through the provision of pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors.

Working closely with expert stakeholder groups representing different users of the road, my Department has carried out a robust review of The Highway Code focussing on changes that could be made to improve safety for vulnerable road users. This consultation document sets out the changes proposed and seeks views on whether the changes will improve safety and help to create a more mutually respectful and considerate culture of safe and effective road use that benefits all users. Your views are important and I hope that you will take time to consider and reply.

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Executive summary

Introduction

- 1 The [Cycling and Walking Investment Strategy Safety Review Call for Evidence](#), published in March 2018, aimed to gather information on how to tackle the safety issues that cyclists and pedestrians face, or perceive, when travelling on our roads, to support the Government's aim of increasing cycling and walking. It generated a huge response, with over 14,000 people taking part. A testament to the fact that we are a nation that has a passion for cycling, walking and horse riding.
- 2 The subsequent [Government response](#) to the call for evidence set out a two-year plan of action to address the key themes and issues raised. One of the top priorities identified by major stakeholders was to review the guidance in The Highway Code to improve safety for cyclists, pedestrians and horse riders, with a specific reference to responsibility and junctions.
- 3 This consultation document is therefore seeking views on proposed changes to The Highway Code to improve safety for vulnerable road users. This includes pedestrians, particularly children, older adults and disabled people, cyclists and horse riders. It is important that these groups feel safe in their interactions with other road users.
- 4 The Highway Code contains advice to all road users and is made under the Road Traffic Act 1988. The Highway Code is a collection of rules of two types:
 - MUST/MUST NOT rules relate to legislation and if you breach these rules you are committing an offence. These rules include reference to the legislation which creates the offence; and
 - SHOULD/SHOULD NOT or DO/DO NOT rules are advisory and breach in itself is not an offence but it may be used in court when considering evidence in relation to driving or riding behaviour.
- 5 Learner drivers of motor vehicles are currently required to demonstrate an understanding of The Highway Code through the theory test, which must be taken and passed before drivers or motorcyclists can take a practical test.
- 6 We have not undertaken a full-scale revision of The Highway Code at this time given current work under way relating to the future of transport, and how the advent of new technologies is revolutionising the way people think about how they travel. Consideration of micromobility vehicles including e-scooters are therefore outside the scope of this consultation. We have commenced trials of rental e-scooters to assess whether they, and other micromobility vehicles, should be legalised in the UK and these will help to determine the regulatory framework. In addition, the [Department's future of transport regulatory review](#) call for evidence on micromobility vehicles, flexible bus services and mobility as a service closed on 3 July and we are currently analysing responses.
- 7 The response to the Cycling and Walking Investment Strategy Safety Review set out

the Government's position on a range of other safety-related issues. This means that a number of topics are also out of scope of this consultation, including on the use of cycle helmets and presumed liability. The Government will continue to encourage cyclists, especially children, to wear helmets to protect them if they have a road collision. However, wearing helmets, and high-vis clothing, should remain a matter of individual choice rather than imposing additional regulations which would be difficult to enforce.

- 8 This interim review of The Highway Code, announced in October 2018, therefore focusses on the vulnerable groups mentioned above with specific consideration on overtaking, passing distances, cyclist and pedestrian priority at junctions, opening vehicle doors and responsibility of road users. There are 3 key changes that are being proposed through this consultation:
- Introducing a hierarchy of road users which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others;
 - Clarifying existing rules on pedestrian priority on pavements and that drivers and riders should give way to pedestrians crossing or waiting to cross the road;
 - Establishing guidance on safe passing distances and speeds when overtaking cyclists or horse riders, and ensuring that they have priority at junctions when travelling straight ahead.
- 9 These changes will be reflected in the following areas of The Highway Code:
- Introduction;
 - Rules for pedestrians (Rules 1 to 19);
 - Rules about animals (Rule 52);
 - Rules for cyclists (Rules 59 to 82);
 - Rules for drivers and motorcyclists (Rule 97);
 - General rules, techniques and advice for all drivers and riders (Rules 123 to 151);
 - Using the road (Rules 160 to 199);
 - Road users requiring extra care (Rules 204 to 215);
 - Waiting and parking (Rule 239)
 - Annex 1: You and your bicycle; and
 - Annex 6: Vehicle maintenance, safety and security.
- 10 Within the chapters of this document, we have laid out the new text in a table format to allow for easy comparison of the proposed changes alongside the existing Highway Code text. Your views are particularly important to us so we would encourage you to respond to this consultation.

How to respond

The consultation period began on 28 July 2020 and will run until midnight on 27 October 2020. Please ensure that your response reaches us before the closing date. If you would like further copies of this consultation document, it can be found at <https://www.gov.uk/dft#consultations> or you can contact the Department if you need alternative formats (Braille, audio CD, etc.).

The easiest way to respond is to use the [online response form](#). This form also allows you to:

- save your progress so you don't need to complete it all at once
- save or print a copy of your response for your records once you have submitted it

Alternatively, you may download the response form and email it to: HighwayCodeReview2020@dft.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents.

Please note that due to the coronavirus and remote working for the foreseeable future, we cannot accept hard copies of responses, but please let us know if you are unable to respond by using the online response form or by email.

Privacy Information Notice: Confidentiality and data protection

The Department for Transport is carrying out this consultation on proposals to amend The Highway Code as part of its Cycling and Walking Safety Review. It is being carried out in the public interest to inform the development of policy and because there is a statutory duty to consult on changes to The Highway Code.

As part of this consultation we are asking for your:

- name and email address
- organisation name, if representing one
- main method of travel

You do not have to give us this personal information. If you do provide it, we will use it only for the purpose of asking follow-up questions. DfT is the controller of this information and we will not share it with any other organisation.

The Department for Transport's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. You can view it at <https://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter>.

To receive this information by:

- telephone, contact us on 0300 330 3000
- post, write to the Data Protection Officer at

Department for Transport
Ashdown House
Sedlescombe Road North
St Leonards-on-Sea
TN37 7GA

Your information will be kept securely and destroyed within 12 months after the consultation has been completed.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

Impact Assessment

We have undertaken a De Minimis Assessment as the changes proposed are expected not to have a net cost to business of more than £5m per year. The Highway Code already exists and this review is an extension to the current legislation. The amendments are not expected to have any major challenges because the proposed changes should lead to improvements in road safety without disproportionately impacting on drivers.

The changes proposed seek to promote considerate behaviour and instil a culture where vulnerable road users are accepted as having priority rather than seeking to penalise road users through fines or other enforcement activity. There is minimal direct cost burden imposed on businesses from this measure.

Given both the costs and benefits effecting firms are expected to be minimal, it is expected that this measure would have an Equivalent Net Annual Direct Cost to Business (EANDCB) well below the +/- £5m threshold. As such, a De Minimis Assessment is appropriate for this measure.

1. Hierarchy of Road Users

- 1.1 One of the key themes in response to the Cycling and Walking Investment Strategy Safety Review was the need to insist upon a basic principle of transport policy, known as the 'Hierarchy of Road Users' ([please refer to section 4.5 to 4.8](#)). This is a well-established concept, which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users. The top of the hierarchy would therefore be pedestrians, in particular children, older adults and disabled people, cyclists, horse riders, and motorcyclists before other motorised vehicles.
- 1.2 The objective of the Hierarchy of Road Users is not to give priority to pedestrians, cyclists and horse riders in every situation, but rather to ensure a more mutually respectful and considerate culture of safe and effective road use that benefits all users. This doesn't detract from the requirements for everyone to behave responsibly. In order to explain the Hierarchy of Road Users concept we propose to insert a new paragraph into the Introduction of The Highway Code and create new Rule H1 to establish responsibility.
- 1.3 To create clearer and stronger priorities, particularly at junctions, new Rule H2 clarifies where pedestrians have right of way. It seeks to emphasise where road users should give way to pedestrians crossing a road and introduces the obligation for drivers and riders to give way to pedestrians waiting to cross a side road or junction.
- 1.4 New Rule H3 places a requirement on drivers to give priority to cyclists when they are turning into or out of a junction, or changing direction or lane, just as they would to other motor vehicles. Drivers already have an obligation to yield to oncoming traffic when turning right. Rule H3 clarifies that drivers should not cut across the path of a cyclist going straight ahead.
- 1.5 The table below shows both the original text of The Highway Code and proposed revised text:
 - Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

Introduction	
<p>This Highway Code applies to England, Scotland and Wales. The Highway Code is essential reading for everyone.</p> <p>The most vulnerable road users are pedestrians, particularly children, older or disabled people, cyclists, motorcyclists and horse riders. It is important that all road users are aware of The Highway Code and</p>	<p>This Highway Code applies to England, Scotland and Wales. The Highway Code is essential reading for everyone.</p> <p><i>The aim of The Highway Code is to promote safety on the road, whilst also supporting a healthy, sustainable and efficient transport system.</i></p>

are considerate towards each other. This applies to pedestrians as much as to drivers and riders.

Many of the rules in the Code are legal requirements, and if you disobey these rules you are committing a criminal offence. You may be fined, given penalty points on your licence or be disqualified from driving. In the most serious cases you may be sent to prison. Such rules are identified by the use of the words 'MUST/MUST NOT'. In addition, the rule includes an abbreviated reference to the legislation which creates the offence. See an explanation of the abbreviations.

Although failure to comply with the other rules of the Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts (see The road user and the law) to establish liability. This includes rules which use advisory wording such as 'should/should not' or 'do/do not'.

Knowing and applying the rules contained in The Highway Code could significantly reduce road casualties. Cutting the number of deaths and injuries that occur on our roads every day is a responsibility we all share. The Highway Code can help us discharge that responsibility. Further information on driving/riding techniques can be found in 'The Official DVSA Guide to Driving - the essential skills' and 'The Official DVSA Guide to Riding - the essential skills'.

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Hierarchy of Road Users

The 'Hierarchy of Road Users' is a concept which places those road users most at risk in the event of a collision at the top of the hierarchy. The road users most likely to be injured in the event of a collision are pedestrians, in particular children, older adults and disabled people, followed by cyclists, horse riders and motorcyclists. The hierarchy does not remove the need for everyone to behave responsibly. The following H rules clarify this concept.

Rule H1

	<p><i>It is important that ALL road users are aware of The Highway Code, are considerate to other road users and understand their responsibility for the safety of others.</i></p> <p><i>Everyone suffers when road collisions occur, whether they are physically injured or not. But those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others. This principle applies most strongly to drivers of large goods and passenger vehicles, followed by vans/minibuses, cars/taxis and motorcycles.</i></p> <p><i>Cyclists, horse riders and horse drawn vehicles likewise have a responsibility to reduce danger to pedestrians.</i></p> <p><i>Always remember that the people you encounter may have impaired sight, hearing or mobility, and may not be able to see or hear you.</i></p> <p><i>None of this detracts from the responsibility of all road users, including pedestrians, cyclists and horse riders, to have regard for their own and other road users' safety.</i></p>
	<p>Rule H2 Rule for drivers, motorcyclists, horse riders and cyclists</p> <p><i>At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.</i></p> <p><i>You MUST give way to pedestrians on a zebra crossing, and pedestrians and cyclists on a parallel crossing.</i></p> <p><i>You should give way to pedestrians waiting to cross a zebra crossing, and pedestrians and cyclists waiting to cross a parallel crossing</i></p> <p><i>Horse riders and horse drawn vehicles should also give way to pedestrians on a</i></p>

	<p><i>zebra crossing, and pedestrians and cyclists on a parallel crossing.</i></p> <p><i>Pedestrians have priority when on a zebra crossing, on a parallel crossing or at light controlled crossings when they have a green signal.</i></p> <p><i>Cyclists should give way to pedestrians on shared use cycle tracks.</i></p> <p><i>Only pedestrians may use the pavement. This includes people using wheelchairs and mobility scooters.</i></p> <p><i>Pedestrians may use any part of the road and use cycle tracks as well as the pavement, unless there are signs prohibiting pedestrians.</i></p> <p><i>Laws TSRGD Schedule 14 part 1 and part 5 & HA 1835 sect 72 & R(S)A 1984, sect 129</i></p>
	<p>Rule H3 Rule for drivers and motorcyclists</p> <p><i>You should not cut across cyclists going ahead when turning into or out of a junction or changing direction or lane, just as you would not turn across the path of another motor vehicle. This applies whether cyclists are using a cycle lane, a cycle track, or riding ahead on the road and you should give way to them.</i></p> <p><i>Do not turn at a junction if to do so would cause the cyclist going straight ahead to stop or swerve, just as you would do with a motor vehicle.</i></p> <p><i>You should stop and wait for a safe gap in the flow of cyclists if necessary. This includes when cyclists are:</i></p> <ul style="list-style-type: none"> <i>• approaching, passing or moving off from a junction</i> <i>• moving past or waiting alongside stationary or slow-moving traffic</i> <i>• travelling around a roundabout</i>

Questions

Rules H1, H2 and H3

Do you agree with the introduction of new Rule H1 (hierarchy of road users)?

Is the proposed wording easy to understand?

Do you agree with the introduction of new Rule H2 (stronger priorities for pedestrians)?

Is the proposed wording easy to understand?

Do you agree with the introduction of new Rule H3 (cyclist's priorities and right of way)?

Is the proposed wording easy to understand?

2. Rules for pedestrians

- 2.1 In the ‘Rules for pedestrians’ section of The Highway Code the proposed changes are to embed the new Hierarchy of Road Users concept and to tackle some of the safety issues pedestrians encounter or perceive when walking. We want to ensure that the most vulnerable road users are safe and make certain they are treated with consideration and respect by others.
- 2.2 The Highway Code already advises drivers and riders to give priority to pedestrians who have started to cross the road. The further proposed change is to introduce a responsibility for drivers and riders to give way to pedestrians waiting to cross a side road or junction, or waiting to cross at a zebra crossing.
- 2.3 The table below shows both the original text of The Highway Code and proposed revised text:
- Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

Rules for pedestrians (only those rules where there are changes proposed have been included in this table)	
<p>Rule 1 Pavements (including any path along the side of a road) should be used if provided. Where possible, avoid being next to the kerb with your back to the traffic. If you have to step into the road, look both ways first. Always show due care and consideration for others.</p>	<p>Rule 1 Pavements <i>and footways</i> (including any path along the side of a road) should be used if provided. Where possible, avoid being next to the kerb with your back to the traffic. If you have to step into the road, look both ways first. Always show due care and consideration for others.</p>
<p>Rule 5 Organised walks. Large groups of people walking together should use a pavement if available; if one is not, they should keep to the left. Look-outs should be positioned at the front and back of the group, and they should wear fluorescent clothes in daylight and reflective clothes in the dark. At night, the look-out in front should show a white light and the one at the back a red light. People on the outside of large groups should also carry lights and wear reflective clothing.</p>	<p>Rule 5 Organised walks <i>or parades involving</i> large groups of people walking down a road should use a pavement if available; if one is not available, they should keep to the left. Look-outs should be positioned at the front and back of the group, and they should wear fluorescent clothes in daylight and reflective clothes in the dark. At night, the look-out in front should show a white light and the one at the back a red light. People on the outside of large groups should also carry lights and wear reflective clothing.</p>

<p>Rule 8 At a junction. When crossing the road, look out for traffic turning into the road, especially from behind you. If you have started crossing and traffic wants to turn into the road, you have priority and they should give way (see Rule 170).</p>	<p>Rule 8 At a junction. When <i>you are crossing or waiting to cross the road other traffic should give way.</i> Look out for traffic turning into the road, especially from behind you. If you have started crossing and traffic wants to turn into the road, you have priority and they should give way (see Rules <i>H2 and 170</i>).</p>
<p>Rule 13 Routes shared with cyclists. <i>Some</i> cycle tracks run alongside footpaths or pavements, <i>using a segregating feature to separate cyclists from people on foot.</i> Segregated routes may also incorporate short lengths of tactile paving to help visually impaired people stay on the correct side. On the pedestrian side this will comprise a series of flat-topped bars running across the direction of travel (ladder pattern). On the cyclist side the same bars are orientated in the direction of travel (tramline pattern). Not all routes which are shared with cyclists are segregated. Take extra care where this is so (see Rule 62).</p>	<p>Rule 13 Routes shared with cyclists. Cycle tracks <i>may</i> run alongside footpaths or pavements <i>and be separated from them by a feature such as a change of material, a verge, a kerb or a white line.</i> Such routes may also incorporate short lengths of tactile paving to help visually impaired people stay on the correct side. On the pedestrian side this <i>may</i> comprise a series of flat-topped bars running across the direction of travel (ladder pattern). On the cyclist side the same bars are orientated in the direction of travel (tramline pattern).</p> <p><i>Some routes shared with cyclists will not be separated by such a feature allowing cyclists and pedestrians to share the same space. Cyclists should respect your safety (see Rule 62) but you should also take care not to obstruct or endanger them unnecessarily.</i></p> <p><i>Some routes are shared between pedestrians, cyclists, horse riders and horse drawn vehicles. Cyclists and horse riders should respect your safety but you should take care not to obstruct or endanger them unnecessarily.</i></p>
<p>Rule 19 Zebra crossings. Give traffic plenty of time to see you and to stop before you start to cross. Vehicles will need more time when the road is slippery. Wait until traffic has stopped from both directions or the road is clear before crossing. Remember that traffic does not have to stop until someone has moved onto the crossing. Keep looking both ways, and listening, in case a driver or rider has not seen you and</p>	<p>Rule 19 Zebra Crossing. Give traffic plenty of time to see you and to stop before you start to cross. Vehicles will need more time when the road is slippery. Wait until traffic has stopped from both directions or the road is clear before crossing. Remember that traffic does not have to stop until someone has moved onto the crossing. <i>Drivers and riders should give way to pedestrians waiting to cross and MUST give way to</i></p>

attempts to overtake a vehicle that has stopped.

pedestrians on a zebra crossing (see Rule H2). Keep looking both ways, and listening, in case a driver or rider has not seen you and attempts to overtake a vehicle that has stopped.

Law [TSRGD Schedule 14 part 5](#)

Questions

Rules for pedestrians

Do you agree with the proposed change to give way to pedestrians waiting at a:

- junction?
- zebra crossing?

Is the proposed wording easy to understand?

Do you have any further comments about other changes to the rules for pedestrians?

3. Rules about animals

3.1 Working closely with the British Horse Society, we have identified some changes that could be made to The Highway Code to improve safety for horse riders. As well as the additional text in the 'Rules about animals' section of The Highway Code on training, there are further amendments throughout to reflect the need to be aware and considerate of horse riders. In particular, Rule 215 on road users requiring extra care has some important new information on maximum speed limits and space when overtaking riders.

3.2 The table below shows both the original text of The Highway Code and proposed revised text:

- Any deletions to the original text are highlighted in yellow in the left column;
- Proposed amendments to the text are in italic and highlighted in grey in the right column.

Rules about animals (only those rules where there are changes proposed have been included in this table)	
<p>Riding</p> <p>Rule 52 Before you take a horse on to a road, you should</p> <ul style="list-style-type: none"> • ensure all tack fits well and is in good condition • make sure you can control the horse. <p>Always ride with other, less nervous horses if you think that your horse will be nervous of traffic. Never ride a horse without both a saddle and bridle.</p>	<p>Riding</p> <p>Rule 52 Before you take a horse <i>or horse drawn vehicle</i> on to the road you should</p> <ul style="list-style-type: none"> • ensure all tack fits well and is in good condition • make sure you can control your horse <p><i>If you are an inexperienced horse rider or have not ridden for a while, consider taking the Ride Safe Award from the British Horse Society. The Ride Safe Award provides a foundation for any horse rider to be safe and knowledgeable when riding in all environments but particularly on the road. For more information, see www.bhs.org.uk</i></p> <p>Always ride with other, less nervous horses if you think that your horse will be nervous of traffic. Never ride a horse without a saddle and bridle.</p>

Questions

Rules about animals

Do you agree to the proposed change to Rule 52?

4. Rules for cyclists

- 4.1 Keeping cyclists safe on the road is a key priority for many local authorities and as a result we have seen new cycle tracks being introduced (protected cycle routes), along with innovative junction and crossing designs and new signals for cyclists. The six Cycle Ambition Cities are great examples of where new infrastructure has helped to make cycling the natural choice for its citizens through significant improvements to crossings, junctions and new road layouts.
- 4.2 The Highway Code should therefore be updated to include references to cycle tracks, cycle signals and new junction designs, including amending the wording on Advanced Stop Lines to ensure that all road users are aware of these features and that cyclists know how to use them.
- 4.3 The key change to the 'Rules for cyclists' section is clarifying the priority cyclists have over other vehicles when going straight ahead at a junction. Vehicles should not turn across the path of a cyclist just as they would not turn across another motor vehicle. This reinforces the guidance for drivers and motorcyclists in new Rule H3.
- 4.4 We are also intending on clarifying new Rule H1 on the Hierarchy of Road Users by setting out advice on cyclist behaviours when riding on a shared use route and respecting pedestrian priority. This includes advising that cyclists give way to pedestrians wishing to cross the road at junctions.
- 4.5 Other areas where we are proposing to clarify and strengthen advice is around the value of cycle training including road positioning, expanding the rules on safe riding and crossing busy roads, and recommended procedures for cycling at roundabouts.
- 4.6 Due to the large number of proposed changes in the chapter on 'Rules for cyclists', we have replicated the entire chapter in the table below so that it is easy for readers to identify the changes.
- 4.7 The table below shows both the original text of The Highway Code and proposed revised text:
 - Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

Rules for cyclists (due to the large number of proposed changes in this section, we have included all the rules for cyclists, even where the text has remained the same)	
Overview (rules 50 to 72)	
Rule 59 Clothing. You should wear a cycle helmet which conforms to current regulations, is the correct size and securely fastened	Rule 59 Clothing. You should avoid clothes which may get tangled in the chain, or in a wheel or may obscure your lights <i>when you are cycling.</i>

<p>appropriate clothes for cycling. Avoid clothes which may get tangled in the chain, or in a wheel or may obscure your lights light-coloured or fluorescent clothing which helps other road users to see you in daylight and poor light reflective clothing and/or accessories (belt, arm or ankle bands) in the dark.</p>	<p>Light-coloured or fluorescent clothing can help other road users to see you in daylight and poor light, while reflective clothing and/or accessories (belt, arm or ankle bands) can increase your visibility in the dark.</p> <p>You should wear a cycle helmet which conforms to current regulations, and is the correct size and securely fastened. <i>Evidence suggests that it will reduce your risk of sustaining a head injury in certain circumstances.</i></p>
<p>Rule 60 At night your cycle MUST have white front and red rear lights lit. It MUST also be fitted with a red rear reflector (and amber pedal reflectors, if manufactured after 1/10/85). White front reflectors and spoke reflectors will also help you to be seen. Flashing lights are permitted but it is recommended that cyclists who are riding in areas without street lighting use a steady front lamp. Law RVLr regs 13, 18 & 24</p>	<p>Rule 60 At night your cycle MUST have white front and red rear lights lit. It MUST also be fitted with a red rear reflector (and amber pedal reflectors, if manufactured after 1/10/85). White front reflectors and spoke reflectors will also help you to be seen. Flashing lights are permitted but it is recommended that cyclists who are riding in areas without street lighting use a steady front lamp. Laws RVLr regs 13, 18 & 24</p>
<p>Rule 61 Cycle Routes and Other Facilities. Use cycle routes, advanced stop lines, cycle boxes and toucan crossings unless at the time it is unsafe to do so. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer.</p>	<p>Rule 61 Cycle Routes and Other Facilities. <i>Cycle lanes are marked by a white line (which may be broken) along the carriageway (see Rule 140). Use facilities such as cycle lanes and tracks, advanced stop lines and toucan crossings (see Rules 62, 63 and 73) where they make your journey safer and easier. This will depend on your experience and skills and the situation at the time. Whilst such facilities are provided for reasons of safety, cyclists are not obliged to use them and may exercise their judgement.</i></p>
<p>Rule 62 Cycle Tracks. These are normally located away from the road, but may occasionally be found alongside footpaths or pavements. Cyclists and pedestrians may be segregated or they may share the same space (unsegregated). When using segregated tracks you MUST keep to the side intended for cyclists as the pedestrian</p>	<p>Rule 62 Cycle Tracks. <i>These are routes for cyclists that are physically protected or located away from motor traffic, other than where they cross side roads (see Rule 206). Cycle tracks may run alongside footpaths or pavements and be separated by a feature such as a change of material, a verge, a kerb or a white line. You MUST</i></p>

<p>side remains a pavement or footpath. Take care when passing pedestrians, especially children, older or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary. Take care near road junctions as you may have difficulty seeing other road users, who might not notice you.</p> <p>Law HA 1835 sect 72</p>	<p>keep to the side intended for cyclists as the pedestrian side remains a pavement or footpath.</p> <p><i>Some cycle tracks shared with pedestrians will not be separated by such a feature. On such shared use routes, you should always take care when passing pedestrians, especially children, older adults or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary (see Rule H2).</i></p> <p>Law HA 1835 sect 72</p>
<p>Rule 63 Cycle Lanes. These are marked by a white line (which may be broken) along the carriageway (see Rule 140). When using a cycle lane, keep within the lane when practicable. When leaving a cycle lane check before pulling out that it is safe to do so and signal your intention clearly to other road users. Use of cycle lanes is not compulsory and will depend on your experience and skills, but they can make your journey safer.</p> <p>(Merged with Rule 61)</p>	<p>New Rule 63</p> <p><i>Sharing space with pedestrians, horse riders and horse drawn vehicles. When riding in places where sharing with pedestrians, horse riders or horse drawn vehicles is permitted take care when passing pedestrians, especially children, older adults or disabled people. Let them know you are there when necessary e.g. by ringing your bell (it is recommended that a bell is fitted to your bike), or by calling out politely.</i></p> <p><i>Remember that pedestrians may be deaf, blind or partially sighted and that this may not be obvious.</i></p> <p><i>Do not pass pedestrians, horse riders or horse drawn vehicles closely or at high speed, particularly from behind. Remember that horses can be startled if passed without warning. Always be prepared to slow down and stop when necessary.</i></p>
<p>Rule 64 You MUST NOT cycle on a pavement. Laws HA 1835 sect 72 & R(S)A sect 129</p>	<p>Rule 64 You MUST NOT cycle on a pavement. Laws HA 1835 sect 72 & R(S)A sect 129</p>
<p>Rule 65 Bus Lanes. Most bus lanes may be used by cyclists as indicated on signs. Watch out for people getting on or off a bus. Be very careful when overtaking a bus or leaving a bus lane as you will be entering a busier traffic flow. Do not pass between the kerb and a bus when it is at a stop.</p>	<p>Rule 65 Bus Lanes. Most bus lanes may be used by cyclists as indicated on signs. Watch out for people getting on or off a bus. Be very careful when overtaking a bus or leaving a bus lane as you will be entering a busier traffic flow. Do not pass between the kerb and a bus when it is at a stop.</p>

<p>Rule 66 You should</p> <ul style="list-style-type: none"> • keep both hands on the handlebars except when signalling or changing gear • keep both feet on the pedals • never ride more than two abreast, and ride in single file on narrow or busy roads and when riding round bends • not ride close behind another vehicle • not carry anything which will affect your balance or may get tangled up with your wheels or chain • be considerate of other road users, particularly blind and partially sighted pedestrians. Let them know you are there when necessary, for example, by ringing your bell if you have one. It is recommended that a bell be fitted. 	<p>Rule 66 You should</p> <ul style="list-style-type: none"> • keep both hands on the handlebars, except when signalling or changing gear, and both feet on the pedals • ride in single file when drivers wish to overtake and it is safe to let them do so. When riding in larger groups on narrow lanes, it is sometimes safer to ride two abreast • not ride close behind another vehicle • not carry anything which will affect your balance or may get tangled up with your wheels or chain • be considerate of other road users, particularly blind and partially sighted pedestrians, and horse riders (see Rule H1). Let them know you are there when necessary, for example, by calling out or ringing your bell if you have one. It is recommended that a bell be fitted.
<p>Rule 67 You should</p> <ul style="list-style-type: none"> • look all around before moving away from the kerb, turning or manoeuvring, to make sure it is safe to do so. Give a clear signal to show other road users what you intend to do (see 'Signals to other road users') • look well ahead for obstructions in the road, such as drains, pot-holes and parked vehicles so that you do not have to swerve suddenly to avoid them. Leave plenty of room when passing parked vehicles and watch out for doors being opened or pedestrians stepping into your path 	<p>Rule 67 You should:</p> <ul style="list-style-type: none"> • look all around to make sure it is safe before moving away from the kerb, when pulling out to overtake or to pass stationary vehicles, or when turning at junctions or stopping • watch out for obstructions in the road, such as drains, service covers and pot-holes, positioning yourself so you can move to the left (as well as to the right) to avoid them safely • take care when passing parked vehicles, leaving enough room (a door's width or 0.5m) to avoid being hit if a door opens unexpectedly, and watch out for

<ul style="list-style-type: none"> • be aware of traffic coming up behind you • take extra care near road humps, narrowings and other traffic calming features • take care when overtaking (see Rules 162 to 169). 	<p><i>pedestrians stepping into your path</i></p> <ul style="list-style-type: none"> • be aware of traffic coming up behind you, <i>including other cyclists, and</i> give a clear signal to show other road users what you intend to do (see 'Signals to other road users') • take extra care near road humps, narrowings and other traffic calming features • <i>not ride too close behind another vehicle, in case it stops suddenly</i> • <i>proceed with caution when passing to the left of large vehicles as the driver may not be able to see you</i>
<p>Rule 68 You MUST NOT</p> <ul style="list-style-type: none"> • carry a passenger unless your cycle has been built or adapted to carry one • hold onto a moving vehicle or trailer • ride in a dangerous, careless or inconsiderate manner • ride when under the influence of drink or drugs, including medicine. <p>Law RTA 1988 sects 24, 26, 28, 29 & 30 as amended by RTA 1991</p>	<p>Rule 68 You MUST NOT</p> <ul style="list-style-type: none"> • carry a passenger unless your cycle has been built or adapted to carry one • hold onto a moving vehicle or trailer • ride in a dangerous, careless or inconsiderate manner • ride when under the influence of drink or drugs, including medicine. <p>Law RTA 1988 sects 24, 26, 28, 29 & 30 as amended by RTA 1991</p>
<p>Rule 69 You MUST obey all traffic signs and traffic light signals. Laws RTA 1988 sect 36 & TSRGD reg 10(1)</p>	<p>Rule 69 You MUST obey all traffic signs and traffic light signals. Laws RTA 1988 sect 36 & TSRGD <u>Schedule 3 pt 3, sch7 pt4, sch9 pts 4 and 6, sch 13 pt 6, sch 14 pt 2</u></p>
<p>Rule 70 When parking your cycle</p> <ul style="list-style-type: none"> • find a conspicuous location where it can be seen by passers-by • use cycle stands or other cycle parking facilities wherever possible 	<p>Rule 70 When parking your cycle</p> <ul style="list-style-type: none"> • find a conspicuous location where it can be seen by passers-by • use cycle stands or other cycle parking facilities wherever possible

<ul style="list-style-type: none"> do not leave it where it would cause an obstruction or hazard to other road users secure it well so that it will not fall over and become an obstruction or hazard. 	<ul style="list-style-type: none"> do not leave it where it would cause an obstruction or hazard to other road users secure it well so that it will not fall over and become an obstruction or hazard.
<p>Rule 71 You MUST NOT cross the stop line when the traffic lights are red. Some junctions have an advanced stop line to enable you to wait and position yourself ahead of other traffic (see Rule 178). Laws RTA 1988 sect 36 & TSRGD regs 10 & 36(1)</p>	<p>Rule 71 <i>At traffic light junctions and at cycle-only crossings with traffic lights, you MUST NOT cross the stop line when the lights are red.</i></p> <p>Some junctions have an Advanced Stop Line to enable you to position yourself ahead of other traffic <i>and wait</i> (see Rule 178). <i>When the traffic lights are red, you may cross the first stop line, but you MUST NOT cross the final stop line.</i></p> <p>Laws RTA 1988 sect 36 & TSRGD <u>Schedule 14 part 1</u></p>
	<p>New Rule 72</p> <p>Road positioning. <i>When riding on the roads, there are two basic road positions you should adopt, depending on the situation.</i></p> <p>1. <i>Ride in the centre of your lane, to make yourself as clearly visible as possible, in the following situations:</i></p> <ul style="list-style-type: none"> <i>on quiet roads or streets – if a faster vehicle comes up behind you, move to the left to enable them to overtake, if you can do so safely</i> <i>in slower-moving traffic move over to the left if you can do so safely so that faster vehicles behind you can overtake when the traffic around you starts to flow more freely</i> <i>at the approach to junctions or road narrowings where it would be unsafe for drivers to overtake you</i> <p>2. <i>When riding on busy roads, with vehicles moving faster than you, allow them to overtake where it is safe to do so</i></p>

	<p><i>whilst keeping at least 0.5m away from the kerb edge. Remember that traffic on most dual carriageways moves quickly. Take extra care crossing slip roads.</i></p>
<p>Road Junctions (Rules 73 to 80)</p>	
	<p>New Rule 73 Junctions. <i>Some junctions, particularly those with traffic lights, have special cycle facilities, including small cycle traffic lights at eye-level height, which may allow you to move or cross separately from or ahead of other traffic. Use these facilities where they make your journey safer and easier.</i></p> <p><i>At junctions with no separate cyclist facilities, it is recommended that you proceed as if you were driving a motor vehicle (see Rules 170 to 190). Position yourself in the centre of your chosen lane, where you feel able to do this safely, to make yourself as visible as possible and to avoid being overtaken where this would be dangerous. If you do not feel safe to proceed in this way, you may prefer to dismount and wheel your bike across the junction.</i></p>
<p>Rule 72 On the left. When approaching a junction on the left, watch out for vehicles turning in front of you, out of or into the side road. Just before you turn, check for undertaking cyclists or motorcyclists. Do not ride on the inside of vehicles signalling or slowing down to turn left.</p> <p>(Merged with Rule 74)</p>	<p>Becomes Rule 74 Turning. When approaching a junction on the left, watch out for vehicles turning in front of you, out of or into the side road. <i>If you intend to turn left, check first for other cyclists or motorcyclists, before signalling.</i> Do not ride on the inside of vehicles signalling or slowing down to turn left.</p> <p><i>If you are turning right, check the traffic to ensure it is safe, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic and give a final look before completing the turn. It may be safer to wait on the left until there is a safe gap or to dismount and push your cycle across the road.</i></p> <p><i>When turning into or out of a side road, you should give way to pedestrians crossing (see Rule H2).</i></p>
<p>Rule 73</p>	

<p>Pay particular attention to long vehicles which need a lot of room to manoeuvre at corners. Be aware that drivers may not see you. They may have to move over to the right before turning left. Wait until they have completed the manoeuvre because the rear wheels come very close to the kerb while turning. Do not be tempted to ride in the space between them and the kerb.</p> <p><i>(Merged with new Rule 76)</i></p>	
<p>Rule 74 On the right. If you are turning right, check the traffic to ensure it is safe, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic and give a final look before completing the turn. It may be safer to wait on the left until there is a safe gap or to dismount and push your cycle across the road.</p> <p><i>(Merged with Rule 74)</i></p>	
	<p>New Rule 75</p> <p>Two Stage Turns. At some signal-controlled junctions there may be signs and markings informing cyclists to turn right in two stages: Stage 1: When the traffic lights turn green, cyclists wishing to make the turn should go straight ahead to the location marked by a cycle symbol and turn arrow on the carriageway; then stop and wait there Stage 2: When the traffic lights now facing them on the far side of the junction turn green they should then complete the manoeuvre</p>
	<p>New Rule 76</p> <p>Going straight ahead. If you are going straight ahead at a junction, you have priority over traffic waiting to turn into or out of the side road, unless road signs or markings indicate otherwise (see Rule H3). Check that you can proceed safely, particularly when approaching junctions on</p>

	<p><i>the left alongside stationary or slow-moving traffic.</i></p> <p><i>Watch out for drivers intending to turn across your path. Remember the driver ahead may not be able to see you, so bear in mind your speed and position in the road.</i></p> <p><i>Be particularly careful alongside lorries and other long vehicles, as their drivers may find it difficult to see you. Remember that they may have to move over to the right before turning left, and that their rear wheels may then come very close to the kerb while turning.</i></p>
<p>Rule 75 Dual carriageways. Remember that traffic on most dual carriageways moves quickly. When crossing wait for a safe gap and cross each carriageway in turn. Take extra care when crossing slip roads.</p>	<p>Becomes Rule 77 Busy roads. When crossing faster or busy main roads, you may find it safer and easier to</p> <ul style="list-style-type: none"> • <i>dismount and push your cycle across</i> • <i>wait for a safe gap in the traffic before doing so, especially on faster roads and dual carriageways</i> • <i>make use of traffic islands or central reservations to help you where appropriate.</i>
Roundabouts (rules 78 to 80)	
<p>Rule 76 Full details about the correct procedure at roundabouts are contained in Rules 184 to 190. Roundabouts can be hazardous and should be approached with care.</p>	<p>Becomes Rule 78</p> <p>Full details about the correct procedure at roundabouts <i>without cycle facilities</i> are contained in Rules 184 to 190.</p> <p><i>Watch out for vehicles crossing your path to leave or join the roundabout, remembering that drivers may not easily see you.</i></p>
<p>Rule 77 You may feel safer walking your cycle round on the pavement or verge. If you decide to ride round keeping to the left-hand lane you should be aware that drivers may not easily see you</p>	<p>Becomes Rule 79</p> <p><i>If you are turning right you can ride in the left or right-hand lanes and move left when approaching your exit. Position yourself in the centre of your lane if it is safe to do so (see Rule 72) and signal right to indicate that you are not leaving the roundabout.</i></p>

<p>take extra care when cycling across exits. You may need to signal right to show you are not leaving the roundabout watch out for vehicles crossing your path to leave or join the roundabout.</p>	<p><i>Alternatively</i>, you may feel safer walking your cycle round on the pavement or verge.</p> <p>If you decide to ride round keeping to the left-hand lane you should</p> <ul style="list-style-type: none"> • be aware that drivers may not easily see you • take extra care when cycling across exits. You may need to signal right to show you are not leaving the roundabout • watch out for vehicles crossing your path to leave or join the roundabout. <p><i>Where a roundabout has separate cycle facilities, you should use these facilities where they make your journey safer and easier although you are not obliged to use them. This will depend on your experience and skills and the situation at the time.</i></p>
<p>Rule 78 Give plenty of room to long vehicles on the roundabout as they need more space to manoeuvre. Do not ride in the space they need to get round the roundabout. It may be safer to wait until they have cleared the roundabout.</p>	<p>Becomes Rule 80 Give plenty of room to long vehicles on the roundabout as they need more space to manoeuvre. Do not ride in the space they need to get round the roundabout. It may be safer to wait until they have cleared the roundabout.</p>
<p>Crossing the road (rules 81 to 82)</p>	
<p>Rule 79 Do not ride across equestrian crossings, as they are for horse riders only. Do not ride across a pelican, puffin or zebra crossing. Dismount and wheel your cycle across.</p>	<p>Becomes Rule 81 Do not ride across equestrian crossings, as they are for horse riders only. Do not ride across a pelican, puffin or zebra crossing. Dismount and wheel your cycle across.</p>
<p>Rule 80 Toucan crossings. These are light-controlled crossings which allow cyclists and pedestrians to share crossing space and cross at the same time. They are push-button operated. Pedestrians and cyclists will see the green signal together. Cyclists are permitted to ride across.</p>	<p>Becomes Rule 82</p> <p>Crossings. Toucan crossings are light-controlled crossings which allow cyclists and pedestrians to share crossing space and cross at the same time. They are push-button operated. Pedestrians and cyclists will see the green signal together. Cyclists are permitted to ride across.</p> <p>Cycle tracks on opposite sides of the road may be linked by cycle-only signalled</p>

	<p>crossings. You may ride across but you MUST NOT cross until the green cycle symbol is showing.</p> <p><i>Cycle track crossings can be in spacious pedestrian environments. Cyclists should look out and be prepared to stop for pedestrians crossing the track informally as well as at these designated points.</i></p> <p>Take extra care when crossing <i>level crossings and tramways</i> (see Rule 306). You should dismount at level crossings where a 'cyclist dismount' sign is displayed.</p> <p>Law <u>TSRGD schedule 14 part 1</u></p>
<p>Rule 81 Cycle-only crossings. Cycle tracks on opposite sides of the road may be linked by signalled crossings. You may ride across but you MUST NOT cross until the green cycle symbol is showing. Law TSRGD regs 33(2) & 36(1)</p> <p><i>(merged with Rule 82)</i></p>	
<p>Rule 82 Level crossings/Tramways. Take extra care when crossing the tracks (see Rule 306). You should dismount at level crossings where a 'cyclist dismount' sign is displayed.</p> <p><i>(Merged with Rule 82)</i></p>	

Questions

Rules for cyclists

Do you agree with proposed change to Rule 63 (guidance for cyclists using shared spaces)?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 72 to ride:

- in the centre lane of your lane on quiet roads?
- in the centre lane of your lane in slower moving traffic?
- in the centre of your lane when approaching junctions?
- at least 0.5 metres away from the kerb on busy roads?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 73 at junctions with:

- special cyclist facilities?
- no separate cyclist facilities?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 76 (clarifies priorities when cyclists are travelling straight ahead)?

Is the proposed wording easy to understand?

Do you have any further comments about other changes to the rules for cyclists?

5. Rules for drivers and motorcyclists

- 5.1 There is only one amendment in this chapter which is to Rule 97 to ensure that The Highway Code keeps pace with new driving technologies. This is to make certain that audible warning systems, and camera and audio warning systems are used properly and correctly when driving.
- 5.2 The table below shows both the original text of The Highway Code and proposed revised text:
- Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

Rules for drivers and motorcyclists (only those rules where there are changes proposed have been included in this table)	
<p>Rule 97 Before setting off. You should ensure that</p> <ul style="list-style-type: none"> • you have planned your route and allowed sufficient time • clothing and footwear do not prevent you using the controls in the correct manner • you know where all the controls are and how to use them before you need them. Not all vehicles are the same; do not wait until it is too late to find out • your mirrors and seat are adjusted correctly to ensure comfort, full control and maximum vision • head restraints are properly adjusted to reduce the risk of neck and spine injuries in the event of a collision • you have sufficient fuel before commencing your journey, especially if it includes motorway driving. It can be dangerous to lose power when driving in traffic 	<p>Rule 97 Before setting off. You should ensure that</p> <ul style="list-style-type: none"> • you have planned your route and allowed sufficient time • clothing and footwear do not prevent you using the controls in the correct manner • you know where all the controls are and how to use them before you need them. Not all vehicles are the same; do not wait until it is too late to find out • your mirrors and seat are adjusted correctly to ensure comfort, full control and maximum vision • head restraints are properly adjusted to reduce the risk of neck and spine injuries in the event of a collision • you have sufficient fuel before commencing your journey, especially if it includes motorway driving. It can be dangerous to lose power when driving in traffic

<ul style="list-style-type: none"> • ensure your vehicle is legal and roadworthy • switch off your mobile phone. 	<ul style="list-style-type: none"> • ensure your vehicle is legal and roadworthy • <i>you</i> switch off your mobile phone • <i>any fitted audible warning systems for other road users, and camera and audio alert systems for drivers are all working and active (and should be used appropriately on the road).</i> <p>Law <u>RTA 1988 sects 2 & 3 & CUR reg 104</u></p>
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Questions

Rules for drivers and motorcyclists

Do you have any comments about the proposed change to Rule 97?

6. General rules, techniques and advice for all drivers and riders

- 6.1 The Highway Code chapter on 'General rules, techniques and advice for all drivers and riders' advises when to give way to other road users. We therefore propose to use this section to reinforce the guidance outlined in new Rules H2 and H3. This helps clarify that those drivers of motorised vehicles should give way to pedestrians, cyclists and horse riders in certain situations, and that those groups have priority over traffic that may be turning across their path.
- 6.2 Further key proposed changes in this chapter are around speed. Motor vehicles travelling too fast for the conditions are a significant cause of road casualties. Councils can set local speed limits and we are seeing an increasing prevalence of 20mph zones and limits. These can be the norm across a local authority area, or in certain built up locations such as around schools. Currently, the 20mph speed limit is not reflected in The Highway Code.
- 6.3 We are also proposing to reinforce advice around inappropriate speed which can be intimidating and deter people from walking, cycling or riding horses. Increased speed increases the chances of causing a road collision (or being unable to avoid one), as well as its severity.
- 6.4 The table below shows both the original text of The Highway Code and proposed revised text:
- Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

General rules, techniques and advice for all drivers and riders (only those rules where there are changes proposed have been included in this table)	
<p>Rule 123 The Driver and the Environment. You MUST NOT leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road. Generally, if the vehicle is stationary and is likely to remain so for more than a couple of minutes, you should apply the parking brake and switch off the engine to reduce emissions and noise pollution. However it is permissible to leave the engine running</p>	<p>Rule 123 The Driver and the Environment. You MUST NOT leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road. Generally, if the vehicle is stationary and is likely to remain so for more than a couple of minutes, you should apply the parking brake and switch off the engine to reduce emissions and noise pollution. However it is permissible to leave the engine running</p>

if the vehicle is stationary in traffic or for diagnosing faults.

Law CUR regs 98 & 107

Speed limits

Speed Limits	Built-up areas *	Single carriage ways	Dual carriage ways	Motor ways
	mp h (km/h)	mph (km/h)	mph (km/h)	mph (km/h)
Cars & motorcycles (including car derived vans up to 2 tonnes maximum laden weight)	30 (48)	60 (96)	70 (112)	70 (112)
Cars towing caravans or trailers (including car derived vans and motorcycles)	30 (48)	50 (80)	60 (96)	60 (96)
Buses, coaches and minibuses (not exceeding 12 metres in overall length)	30 (48)	50 (80)	60 (96)	70 (112)
Goods vehicles (not	30 (48)	50 (80)	60 (96)	70† (112)

if the vehicle is stationary in traffic or for diagnosing faults.

Law CUR regs 98 & 107

Speed limits

Speed Limits	Built-up areas *	Single carriage ways	Dual carriage ways	Motor ways
	mp h (km/h)	mph (km/h)	mph (km/h)	mph (km/h)
Cars & motorcycles (including car derived vans up to 2 tonnes maximum laden weight)	30 (48)	60 (96)	70 (112)	70 (112)
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Buses, coaches and minibuses (not exceeding 12 metres in overall length)	30 (48)	50 (80)	60 (96)	70 (112)
Goods vehicles (not	30 (48)	50 (80)	60 (96)	70† (112)

<p>exceeding 7.5 tonnes maximum laden weight) Goods vehicles (exceeding 7.5 tonnes maximum laden weight) in England and Wales Goods vehicles (exceeding 7.5 tonnes maximum laden weight) in Scotland</p> <table border="0"> <tr> <td>30 (48)</td> <td>50 (80)</td> <td>60 (96)</td> <td>60 (96)</td> </tr> <tr> <td>30 (48)</td> <td>40 (64)</td> <td>50 (80)</td> <td>60 (96)</td> </tr> </table> <p>*The 30 mph limit usually applies to all traffic on all roads with street lighting unless signs show otherwise.</p> <p>†60 mph (96 km/h) if articulated or towing a trailer.</p>	30 (48)	50 (80)	60 (96)	60 (96)	30 (48)	40 (64)	50 (80)	60 (96)	<p>exceeding 7.5 tonnes maximum laden weight) Goods vehicles (exceeding 7.5 tonnes maximum laden weight) in England and Wales Goods vehicles (exceeding 7.5 tonnes maximum laden weight) in Scotland</p> <table border="0"> <tr> <td>30 (48)</td> <td>50 (80)</td> <td>60 (96)</td> <td>60 (96)</td> </tr> <tr> <td>30 (48)</td> <td>40 (64)</td> <td>50 (80)</td> <td>60 (96)</td> </tr> </table> <p>*The 30 mph limit usually applies to all traffic on all roads with street lighting unless signs show otherwise. <i>In some local authority regions or in built up areas the limit may be reduced to 20 mph.</i></p> <p>†60 mph (96 km/h) if articulated or towing a trailer.</p>	30 (48)	50 (80)	60 (96)	60 (96)	30 (48)	40 (64)	50 (80)	60 (96)
30 (48)	50 (80)	60 (96)	60 (96)														
30 (48)	40 (64)	50 (80)	60 (96)														
30 (48)	50 (80)	60 (96)	60 (96)														
30 (48)	40 (64)	50 (80)	60 (96)														
<p>Rule 124 You MUST NOT exceed the maximum speed limits for the road and for your vehicle (see the speed limits table). The presence of street lights generally means that there is a 30 mph (48 km/h) speed limit unless otherwise specified. Law RTRA sects 81, 86, 89 & sched 6 as amended by MV(VSL)(E&W)</p>	<p>Rule 124 You MUST NOT exceed the maximum speed limits for the road and for your vehicle (see the speed limits table). The presence of street lights generally means that there is a 30 mph (48 km/h) speed limit unless otherwise specified. <i>Local signed speed limits may apply, for example:</i></p>																

	<ul style="list-style-type: none"> • 20 mph (rather than 30 mph) where it could be the limit across a region or in certain built-up areas such as close to schools • 50 mph (rather than 60 mph) on stretches of road with sharp bends. <p>Law RTRA sects 81, 86, 89 & sched 6 as amended by MV(VSL)(E&W)</p>
<p>Rule 125 The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Driving at speeds too fast for the road and traffic conditions is dangerous. You should always reduce your speed when</p> <ul style="list-style-type: none"> • the road layout or condition presents hazards, such as bends • sharing the road with pedestrians, cyclists and horse riders, particularly children, and motorcyclists • weather conditions make it safer to do so • driving at night as it is more difficult to see other road users. 	<p>Rule 125 The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. <i>Unsafe speed increases the chances of causing a collision (or being unable to avoid one), as well as its severity. Inappropriate speeds are also intimidating, deterring people from walking, cycling or riding horses.</i> Driving at speeds too fast for the road and traffic conditions is dangerous. You should always reduce your speed when</p> <ul style="list-style-type: none"> • the road layout or condition presents hazards, such as bends • sharing the road with pedestrians, particularly children, older adults or disabled people, cyclists and horse riders, horse drawn vehicles and motorcyclists • weather conditions make it safer to do so • driving at night as it is more difficult to see other road users.
<p>Rule 140 Cycle lanes. These are shown by road markings and signs. You MUST NOT drive or park in a cycle lane marked by a solid white line during its times of operation. Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable. You MUST NOT park in any cycle lane whilst waiting restrictions apply. Law RTRA sects 5 & 8</p>	<p>Rule 140 Cycle lanes and cycle tracks. Cycle lanes are shown by road markings and signs. You MUST NOT drive or park in a cycle lane marked by a solid white line during its times of operation. Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable. You MUST NOT park in any cycle lane whilst waiting restrictions apply.</p> <p><i>You should give way to any cyclists in a cycle lane, including when they are approaching from behind you – do not cut</i></p>

	<p><i>across them when turning or when changing lane (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle lane.</i></p> <p><i>Cycle tracks are routes for cyclists that are physically protected or located away from motor traffic, other than where they cross side roads. Cycle tracks may be shared with pedestrians.</i></p> <p><i>You should give way to cyclists approaching or using the cycle track when turning into or out of a junction (see Rule H3). Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle track, which may be used by cyclists travelling in both directions.</i></p> <p><i>Bear in mind that cyclists are not obliged to use cycle lanes or cycle tracks.</i></p> <p>Law RTRA sects 5 & 8</p>
<p>Rule 144 You MUST NOT</p> <ul style="list-style-type: none"> • drive dangerously • drive without due care and attention • drive without reasonable consideration for other road users. <p>Law RTA 1988 sects 2 & 3 as amended by RTA 1991</p>	<p>Rule 144 You MUST NOT</p> <ul style="list-style-type: none"> • drive dangerously • drive without due care and attention • drive without reasonable consideration for other road users. <p><i>Driving requires focus and attention at all times. Remember, you may be driving dangerously or travelling too fast even if you don't mean to.</i></p> <p>Law RTA 1988 sects 2 & 3 as amended by RTA 1991</p>
<p>Rule 151 In slow-moving traffic. You should</p> <ul style="list-style-type: none"> • reduce the distance between you and the vehicle ahead to maintain traffic flow • never get so close to the vehicle in front that you cannot stop safely • leave enough space to be able to manoeuvre if the vehicle in front breaks down or an emergency vehicle needs to get past 	<p>Rule 151 In slow-moving traffic. You should</p> <ul style="list-style-type: none"> • reduce the distance between you and the vehicle ahead to maintain traffic flow • never get so close to the vehicle in front that you cannot stop safely • leave enough space to be able to manoeuvre if the vehicle in front breaks down or an emergency vehicle needs to get past

<ul style="list-style-type: none"> • not change lanes to the left to overtake • allow access into and from side roads, as blocking these will add to congestion • be aware of cyclists and motorcyclists who may be passing on either side. 	<ul style="list-style-type: none"> • not change lanes to the left to overtake • allow access into and from side roads • <i>allow pedestrians and cyclists to cross in front of you</i> • be aware of cyclists and motorcyclists who may be passing on either side.
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Questions

General rules, techniques and advice for all drivers and riders

Is the proposed wording in Rule:

- 123 easy to understand?
- 124 easy to understand?

Do you agree with the proposed changes to Rule 140 on giving way to cyclists using a cycle:

- lane?
- track?

Is the proposed wording easy to understand?

Do you have any further comments about the changes to the general rules, techniques and advice for all drivers and riders?

7. Using the road

- 7.1 The 'Using the road' chapter in The Highway Code provides guidance and advice on overtaking, manoeuvring at road junctions and roundabouts, and procedures at different types of crossings.
- 7.2 We are therefore once again emphasising the message that drivers have a duty of care towards cyclists, pedestrians and horse riders, and that drivers should give way to these road users, and establishes clear priority rules at traffic signal junctions. In particular, the rules have been amended to provide advice on interactions between drivers and cyclists at roundabouts and at different types of junctions.
- 7.3 Half of the respondents in a recent [survey](#) conducted for Cycling UK were not aware that The Highway Code recommends giving cyclists, horse riders and motorcyclists at least as much room as a car when overtaking. In order to strengthen this advice, we are recommending the introduction of safe passing distances and speed limits when overtaking pedestrians, cyclists, horse riders, horse drawn vehicles and motorcyclists.
- 7.4 The table below shows both the original text of The Highway Code and proposed revised text:
- Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

Using the road (only those rules where there are changes proposed have been included in this table)	
<p>Rule 160 Once moving you should</p> <ul style="list-style-type: none"> • keep to the left, unless road signs or markings indicate otherwise. The exceptions are when you want to overtake, turn right or pass parked vehicles or pedestrians in the road • keep well to the left on right-hand bends. This will improve your view of the road and help avoid the risk of colliding with traffic approaching from the opposite direction • drive or ride with both hands on the wheel or handlebars where possible. This will help you to remain in full control of the vehicle at all times. You may use driver 	<p>Rule 160 Once moving you should</p> <ul style="list-style-type: none"> • keep to the left, unless road signs or markings indicate otherwise. The exceptions are when you want to overtake, turn right or pass parked vehicles or pedestrians in the road • keep well to the left on right-hand bends. This will improve your view of the road and help avoid the risk of colliding with traffic approaching from the opposite direction • drive or ride with both hands on the wheel or handlebars where possible. This will help you to remain in full control of the vehicle at all times. You may use driver

<p>assistance systems while you are driving. Make sure you use any system according to the manufacturer's instructions.</p> <ul style="list-style-type: none"> • be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic. These are more difficult to see than larger vehicles and their riders are particularly vulnerable. Give them plenty of room, especially if you are driving a long vehicle or towing a trailer • select a lower gear before you reach a long downhill slope. This will help to control your speed • when towing, remember the extra length will affect overtaking and manoeuvring. The extra weight will also affect the braking and acceleration. 	<p>assistance systems while you are driving. Make sure you use any system according to the manufacturer's instructions.</p> <ul style="list-style-type: none"> • be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic. These are more difficult to see than larger vehicles and their riders are particularly vulnerable. Give them plenty of room, especially if you are driving a long vehicle or towing a trailer. <i>You should give way to cyclists when you are changing direction or lane – do not cut across them.</i> • select a lower gear before you reach a long downhill slope. This will help to control your speed • when towing, remember the extra length will affect overtaking and manoeuvring. The extra weight will also affect the braking and acceleration.
<p>Rule 163 Overtake only when it is safe and legal to do so. You should</p> <ul style="list-style-type: none"> • not get too close to the vehicle you intend to overtake • use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area and then start to move out • not assume that you can simply follow a vehicle ahead which is overtaking; there may only be enough room for one vehicle • move quickly past the vehicle you are overtaking, once you have started to overtake. Allow plenty of room. Move back to the left as soon as you can but do not cut in • take extra care at night and in poor visibility when it is harder to judge speed and distance 	<p>Rule 163 Overtake only when it is safe and legal to do so. You should</p> <ul style="list-style-type: none"> • not get too close to the vehicle you intend to overtake • use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area and then start to move out • not assume that you can simply follow a vehicle ahead which is overtaking; there may only be enough room for one vehicle • move quickly past the vehicle you are overtaking, once you have started to overtake. Allow plenty of room. Move back to the left as soon as you can but do not cut in • take extra care at night and in poor visibility when it is harder to judge speed and distance

- give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road
- only overtake on the left if the vehicle in front is signalling to turn right, and there is room to do so
- stay in your lane if traffic is moving slowly in queues. If the queue on your right is moving more slowly than you are, you may pass on the left
- give motorcyclists, cyclists and horse riders at least as much room as you would when overtaking a car (see Rules 211 to 215).

- give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road
- only overtake on the left if the vehicle in front is signalling to turn right, and there is room to do so
- stay in your lane if traffic is moving slowly in queues. If the queue on your right is moving more slowly than you are, you may pass on the left. *Cyclists may pass slower moving or stationary traffic on their right or left, including at the approach to junctions, but are advised to exercise caution when doing so*
- give motorcyclists, cyclists, horse riders *and horse drawn vehicles* at least as much room as you would when overtaking a car (see Rules 211 to 215). *As a guide:*

- *leave a minimum distance of 1.5 metres at speeds under 30 mph*

- *leave a minimum distance of 2.0 metres at speeds over 30 mph*

- *for a large vehicle, leave a minimum distance of 2.0 metres in all conditions*

- *pass horse riders and horse-drawn vehicles at speeds under 15 mph and allow at least 2.0 metres space*

- *allow at least 2.0 metres space where a pedestrian is walking in the road (e.g. where there is no pavement) and you should pass them at low speed*

- *you should wait behind the motorcyclist, cyclist, horse rider, horse drawn vehicle or pedestrian and not overtake if it is unsafe or not possible to meet these clearances*

	<ul style="list-style-type: none"> — <i>take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians in bad weather (including high winds) and at night.</i>
<p>Rule 167 DO NOT overtake where you might come into conflict with other road users. For example</p> <ul style="list-style-type: none"> • approaching or at a road junction on either side of the road • where the road narrows • when approaching a school crossing patrol • between the kerb and a bus or tram when it is at a stop • where traffic is queuing at junctions or road works • when you would force another road user to swerve or slow down • at a level crossing • when a road user is indicating right, even if you believe the signal should have been cancelled. Do not take a risk; wait for the signal to be cancelled • stay behind if you are following a cyclist approaching a roundabout or junction, and you intend to turn left • when a tram is standing at a kerbside tram stop and there is no clearly marked passing lane for other traffic. 	<p>Rule 167 DO NOT overtake where you might come into conflict with other road users. For example</p> <ul style="list-style-type: none"> • approaching or at a road junction on either side of the road • where the road narrows • when approaching a school crossing patrol • <i>on the approach to crossing facilities</i> • <i>where a vehicle ahead is slowing to stop for a pedestrian that is crossing from a pedestrian island</i> • between the kerb and a bus or tram when it is at a stop • where traffic is queuing at junctions or road works • when you would force another road user to swerve or slow down • at a level crossing • when a road user is indicating right, even if you believe the signal should have been cancelled. Do not take a risk; wait for the signal to be cancelled • stay behind if you are following a cyclist approaching a roundabout or junction, and you intend to turn left. <i>Do not cut across cyclists going ahead, including those using cycle lanes and cycle tracks (see Rule H3)</i> • when a tram is standing at a kerbside tram stop and there is no clearly marked passing lane for other traffic.
<p>Rule 170</p>	<p>Rule 170</p>

Take extra care at junctions. You should

- watch out for cyclists, motorcyclists, powered wheelchairs/mobility scooters and pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind
- **watch out for** pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way
- watch out for long vehicles which may be turning at a junction ahead; they may have to use the whole width of the road to make the turn (see Rule 221)
- watch out for horse riders who may take a different line on the road from that which you would expect
- not assume, when waiting at a junction, that a vehicle coming from the right and signalling left will actually turn. Wait and make sure
- look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.

Take extra care at junctions. You should

- watch out for cyclists, motorcyclists, *people using* powered wheelchairs/mobility scooters and pedestrians as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind
- *give way to* pedestrians crossing or *waiting to cross* a road into which *or from which* you are turning. If they have started to cross they have priority, so give way (*see Rule H1*)
- *remain behind cyclists and motorcyclists at junctions even if they are waiting to turn and are positioned close to the kerb*
- watch out for long vehicles which may be turning at a junction ahead; they may have to use the whole width of the road to make the turn (see Rule 221)
- watch out for horse riders who may take a different line on the road from that which you would expect
- not assume, when waiting at a junction, that a vehicle coming from the right and signalling left will actually turn. Wait and make sure
- look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.

Rule 178

Advanced stop lines. Some signal-controlled junctions have advanced stop lines to allow **cycles** to be positioned ahead of other traffic. Motorists, including motorcyclists, MUST stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked. If your vehicle has proceeded over the first

Rule 178

Advanced stop lines. Some signal-controlled junctions have advanced stop lines to allow *cyclists* to be positioned ahead of other traffic. Motorists, including motorcyclists, MUST stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked. If your vehicle has proceeded over the first

<p>white line at the time that the signal goes red, you MUST stop at the second white line, even if your vehicle is in the marked area. Allow cyclists time and space to move off when the green signal shows. Laws RTA 1988 sect 36 & TSRGD regs 10, 36(1) & 43(2)</p>	<p>white line at the time that the signal goes red, you <i>should stop as soon as possible</i> and MUST stop at the second white line. Allow cyclists, <i>including any moving or waiting alongside you, enough</i> time and space to move off when the green signal shows.</p> <p><i>Drivers of large vehicles should stop sufficiently far behind the first white line so that they can see the whole area where cyclists may be waiting, allowing for any blind spot in front of the vehicle.</i></p> <p>Laws RTA 1988 sect 36 & TSRGD <u>Schedule 14 part 1</u></p>
<p>Rule 183 When turning</p> <ul style="list-style-type: none"> • keep as close to the left as is safe and practicable • give way to any vehicles using a bus lane, cycle lane or tramway from either direction. 	<p>Rule 183 When turning</p> <ul style="list-style-type: none"> • keep as close to the left as is safe and practicable • give way to any vehicles using a bus lane, cycle lane, <i>cycle track</i> or tramway from either direction, <i>including when they are passing slow moving or stationary vehicles on either side.</i>
<p>Rule 186 Signals and position. When taking the first exit to the left, unless signs or markings indicate otherwise</p> <ul style="list-style-type: none"> • signal left and approach in the left-hand lane • keep to the left on the roundabout and continue signalling left to leave. <p>When taking an exit to the right or going full circle, unless signs or markings indicate otherwise</p> <ul style="list-style-type: none"> • signal right and approach in the right-hand lane • keep to the right on the roundabout until you need to change lanes to exit the roundabout • signal left after you have passed the exit before the one you want. <p>When taking any intermediate exit, unless signs or markings indicate otherwise</p>	<p>Rule 186 Signals and position. When taking the first exit to the left, unless signs or markings indicate otherwise</p> <ul style="list-style-type: none"> • signal left and approach in the left-hand lane • keep to the left on the roundabout and continue signalling left to leave. <p>When taking an exit to the right or going full circle, unless signs or markings indicate otherwise</p> <ul style="list-style-type: none"> • signal right and approach in the right-hand lane • keep to the right on the roundabout until you need to change lanes to exit the roundabout • signal left after you have passed the exit before the one you want. <p>When taking any intermediate exit, unless signs or markings indicate otherwise</p>

<ul style="list-style-type: none"> • select the appropriate lane on approach to the roundabout • you should not normally need to signal on approach • stay in this lane until you need to alter course to exit the roundabout • signal left after you have passed the exit before the one you want. <p>When there are more than three lanes at the entrance to a roundabout, use the most appropriate lane on approach and through it.</p>	<ul style="list-style-type: none"> • select the appropriate lane on approach to the roundabout • you should not normally need to signal on approach • stay in this lane until you need to alter course to exit the roundabout • signal left after you have passed the exit before the one you want. <p>When there are more than three lanes at the entrance to a roundabout, use the most appropriate lane on approach and through it.</p> <p><i>You should give priority to cyclists on the roundabout. They will be travelling more slowly than motorised traffic. Give them plenty of room and do not attempt to overtake them within their lane. Allow them to move across your path as they travel around the roundabout.</i></p> <p><i>Cyclists, horse riders and horse drawn vehicles may stay in the left-hand lane when they intend to continue across or around the roundabout. Drivers should take extra care when entering a roundabout to ensure that they do not cut across cyclists, horse riders or horse drawn vehicles in the left-hand lane, who are continuing around the roundabout.</i></p>
<p>Rule 187 In all cases watch out for and give plenty of room to</p> <ul style="list-style-type: none"> • pedestrians who may be crossing the approach and exit roads • traffic crossing in front of you on the roundabout, especially vehicles intending to leave by the next exit • traffic which may be straddling lanes or positioned incorrectly • motorcyclists • cyclists and horse riders who may stay in the left-hand lane and signal right if they intend to continue round the roundabout. Allow them to do so 	<p>Rule 187 In all cases watch out for and give plenty of room to</p> <ul style="list-style-type: none"> • pedestrians who may be crossing the approach and exit roads • traffic crossing in front of you on the roundabout, especially vehicles intending to leave by the next exit • traffic which may be straddling lanes or positioned incorrectly • motorcyclists • long vehicles (including those towing trailers). These might have to take a different course or straddle lanes either approaching or on the roundabout because of

<ul style="list-style-type: none"> • long vehicles (including those towing trailers). These might have to take a different course or straddle lanes either approaching or on the roundabout because of their length. Watch out for their signals. 	<p>their length. Watch out for their signals.</p>
<p>Rule 192 In queuing traffic, you should keep the crossing clear.</p>	<p>Rule 192 In <i>slow-moving and</i> queuing traffic you should keep crossings <i>completely clear, as blocking these makes it difficult and dangerous for pedestrians to cross. You should not enter a pedestrian crossing if you are unable to completely clear the crossing. Nor should you block Advanced Stop Lines for cycles.</i></p>
<p>Rule 195 Zebra crossings. As you approach a zebra crossing</p> <ul style="list-style-type: none"> • look out for pedestrians waiting to cross and be ready to slow down or stop to let them cross • you MUST give way when a pedestrian has moved onto a crossing • allow more time for stopping on wet or icy roads • do not wave or use your horn to invite pedestrians across; this could be dangerous if another vehicle is approaching • be aware of pedestrians approaching from the side of the crossing. <p>A zebra crossing with a central island is two separate crossings (see 'Crossings'). Law ZPPPCRGD reg 25</p>	<p>Rule 195 Zebra and parallel crossings. As you approach a zebra crossing</p> <ul style="list-style-type: none"> • look out for pedestrians waiting to cross and be ready to slow down or stop • <i>you should give way to pedestrians waiting to cross</i> • you MUST give way when a pedestrian has moved onto a crossing • allow more time for stopping on wet or icy roads • do not wave or use your horn to invite pedestrians across; this could be dangerous if another vehicle is approaching • be aware of pedestrians approaching from the side of the crossing. <p>A zebra crossing with a central island is two separate crossings (see 'Crossings').</p> <p><i>Parallel crossings are similar to zebra crossings, but include a cycle route alongside the black and white stripes.</i></p> <p><i>As you approach a parallel crossing</i></p>

	<ul style="list-style-type: none"> • look out for pedestrians or cyclists waiting to cross and slow down or stop • you should give way to pedestrians or cyclists waiting to cross • you MUST give way when a pedestrian or cyclist has moved onto a crossing • allow more time for stopping on wet or icy roads • do not wave or use your horn to invite pedestrians or cyclists across; this could be dangerous if another vehicle is approaching • be aware of pedestrians or cyclists approaching from the side of the crossing. <p>A parallel crossing with a central island is two separate crossings (see 'Crossings'). Law TSRGD schedule 14 Part 5</p>
<p>Rule 199 Toucan, puffin and equestrian crossings. These are similar to pelican crossings, but there is no flashing amber phase; the light sequence for traffic at these three crossings is the same as at traffic lights. If the signal-controlled crossing is not working, proceed with extreme caution.</p>	<p>Rule 199 Toucan, puffin and equestrian crossings. These are similar to pelican crossings, but there is no flashing amber phase; the light sequence for traffic at these three crossings is the same as at traffic lights. If the signal-controlled crossing is not working, proceed with extreme caution. <i>Do not enter the crossing if you are unable to completely clear it to avoid obstructing pedestrians, cyclists or horse riders.</i></p>

Questions

Using the road

Do you agree that cyclists may pass slower moving traffic on their right or left as detailed in Rule 163?

Do you agree with the proposed speed limits detailed at Rule 163 for overtaking:

- motorcyclists?
- cyclists?
- horse riders?
- horse drawn vehicles?

Do you agree with the proposed passing distances detailed at Rule 163 for overtaking:

- motorcyclists?
- cyclists?
- horse riders?
- horse drawn vehicles?

Is the proposed wording easy to understand?

Do you agree with the proposed changes to Rule 186 that:

- you do not overtake cyclists within their lane?
- you allow cyclists to move across your path?
- cyclists may stay in the left lane when continuing across or around the roundabout?
- horse riders may stay in the left lane when continuing across or around the roundabout?
- horse drawn vehicles may stay in the left lane when continuing across or around the roundabout?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 195 to give way to pedestrians and cyclists waiting to cross at a parallel crossing?

Is the proposed wording easy to understand?

Do you have any further comments about the changes to the rules on using the road?

8. Road users requiring extra care

- 8.1 The guidance contained in Rule H1, based on the hierarchy of road users, is reiterated in the chapter on vulnerable road users where we are proposing to emphasise that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users.
- 8.2 Along with advice on taking extra care around pedestrians and cyclists, it is in this section of The Highway Code where we are proposing to reinforce the new guidance in Rule 163 around safe passing distances and speed limits when overtaking horse riders. We will also take the opportunity to remind road users that horses are flight animals and can be easily startled.
- 8.3 The table below shows both the original text of The Highway Code and proposed revised text:
- Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

Road users requiring extra care (only those rules where there are changes proposed have been included in this table)	
<p>Rule 204 The most vulnerable road users are pedestrians, cyclists, motorcyclists and horse riders. It is particularly important to be aware of children, older and disabled people, and learner and inexperienced drivers and riders.</p>	<p>Rule 204 The road users <i>most at risk from road traffic</i> are pedestrians, <i>followed by</i> cyclists, horse riders and motorcyclists. It is particularly important to be aware of children, older <i>adults</i> and disabled people, and learner and inexperienced drivers and riders. <i>In any interaction between road users, those who can cause the greatest harm have the greatest responsibility to reduce the danger or threat they pose to others.</i></p>
<p>Rule 206 Drive carefully and slowly when</p> <ul style="list-style-type: none"> • in crowded shopping streets, Home Zones and Quiet Lanes (see Rule 218) or residential areas • driving past bus and tram stops; pedestrians may emerge suddenly into the road • passing parked vehicles, especially ice cream vans; 	<p>Rule 206 Drive carefully and slowly when</p> <ul style="list-style-type: none"> • in crowded shopping streets, Home Zones and Quiet Lanes (see Rule 218) or residential areas • driving past bus and tram stops; pedestrians may emerge suddenly into the road • passing parked vehicles, especially ice cream vans;

<p>children are more interested in ice cream than traffic and may run into the road unexpectedly</p> <ul style="list-style-type: none"> • needing to cross a pavement or cycle track; for example, to reach or leave a driveway. Give way to pedestrians and cyclists on the pavement • reversing into a side road; look all around the vehicle and give way to any pedestrians who may be crossing the road • turning at road junctions; give way to pedestrians who are already crossing the road into which you are turning • the pavement is closed due to street repairs and pedestrians are directed to use the road • approaching pedestrians on narrow rural roads without a footway or footpath. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past. 	<p>children are more interested in ice cream than traffic and may run into the road unexpectedly</p> <ul style="list-style-type: none"> • needing to cross a pavement, <i>cycle lane</i> or cycle track; for example, to reach or leave a driveway <i>or private access</i>. Give way to pedestrians on the pavement and cyclists <i>using a cycle lane or cycle track</i> • reversing into a side road; look all around the vehicle and give way to any pedestrians who may be crossing the road • turning at road junctions; <i>you should</i> give way to pedestrians who are crossing <i>or waiting to cross</i> the road into which <i>or from which</i> you are turning • <i>going through road works or when passing roadside rescue and recovery vehicles, as there may be people working in or at the side of the road</i> • the pavement is closed due to street repairs and pedestrians are directed to use the road • approaching pedestrians on narrow rural roads without a footway or footpath. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past • <i>approaching zebra and parallel crossings as you MUST give way to pedestrians on the crossing (see Rule 195)</i> • <i>approaching pedestrians who have started to cross the road ahead of you. They have priority so you should give way (see Rule H2).</i> <p>Law <i>TSRGD schedule 14 Part 5</i></p>
<p>Rule 211 It is often difficult to see motorcyclists and cyclists, especially when they are coming up from behind, coming out of junctions, at</p>	<p>Rule 211 It is often difficult to see motorcyclists and cyclists, especially when they are <i>waiting alongside you</i>, coming up from behind,</p>

<p>roundabouts, overtaking you or filtering through traffic. Always look out for them before you emerge from a junction; they could be approaching faster than you think. When turning right across a line of slow-moving or stationary traffic, look out for cyclists or motorcyclists on the inside of the traffic you are crossing. Be especially careful when turning, and when changing direction or lane. Be sure to check mirrors and blind spots carefully.</p>	<p>coming out of <i>or moving off from</i> junctions, at roundabouts, overtaking you or filtering through traffic. Always look out for them before you emerge from a junction; they could be approaching faster than you think.</p> <p><i>Do not turn at a junction if to do so would cause the cyclist going straight ahead to stop or swerve, just as you would do with a motor vehicle.</i></p> <p>When turning right across a line of slow-moving or stationary traffic, look out for <i>and give way to</i> cyclists or motorcyclists on the inside of the traffic you are crossing. Be especially careful when <i>moving off</i>, turning, and when changing direction or lane. Be sure to check mirrors and blind spots carefully.</p>
<p>Rule 212 When passing motorcyclists and cyclists, give them plenty of room (see Rules 162 to 167). If they look over their shoulder it could mean that they intend to pull out, turn right or change direction. Give them time and space to do so.</p>	<p>Rule 212 Give motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians walking in the road (e.g. where there is no pavement), at least as much room as you would when overtaking a car (see Rules 162 to 167). Drivers should take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians in bad weather (including high winds) and at night. If the rider looks over their shoulder it could mean that they intend to pull out, turn right or change direction. Give them time and space to do so.</p>
<p>Rule 213 Motorcyclists and cyclists may suddenly need to avoid uneven road surfaces and obstacles such as drain covers or oily, wet or icy patches on the road. Give them plenty of room and pay particular attention to any sudden change of direction they may have to make.</p>	<p>Rule 213 On narrow sections of road, at road junctions and in slower-moving traffic, cyclists may sometimes ride in the centre of the lane, rather than towards the side of the road. Allow them to do so for their own safety, to ensure they can see and be seen. Cyclists are also advised to ride at least a door's width or 0.5m from parked cars for their own safety.</p> <p>Motorcyclists, cyclists, horse riders and horse drawn vehicles may suddenly need to avoid uneven road surfaces and obstacles such as drain covers or oily, wet</p>

	<p>or icy patches on the road. Give them plenty of room and pay particular attention to any sudden change of direction they may have to make.</p>
<p>Rule 215 Horse riders and horse-drawn vehicles. Be particularly careful of horse riders and horse-drawn vehicles especially when overtaking. Always pass wide and slowly. Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse or rider. Look out for horse riders' and horse drivers' signals and heed a request to slow down or stop. Take great care and treat all horses as a potential hazard; they can be unpredictable, despite the efforts of their rider/driver.</p>	<p>Rule 215 Horse riders and horse-drawn vehicles. Be particularly careful of horse riders, horse-drawn vehicles <i>and feral ponies</i> especially when <i>approaching, overtaking, passing or moving away.</i> Always pass wide and slowly. <i>When you see a horse on a road, always slow down to a maximum of 15 mph. Be patient, don't sound your horn or rev your engine. When safe to do so, pass wide and slow, allowing at least 2.0 metres space.</i></p> <p>Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse or rider. Look out for horse riders' and horse drivers' signals and heed a request to slow down or stop. Take great care and treat all horses as a potential hazard; they can be unpredictable despite the efforts of their rider/driver. <i>Remember there are three brains at work when you pass a horse; the rider's, the driver's and the horse's. Don't forget horses are flight animals and can move incredibly quickly if startled.</i></p>

Questions

Road users requiring extra care

Do you agree with the proposed changes to Rule 213 (cyclists may ride in the centre of the lane for their safety)?

Is the proposed wording easy to understand?

Do you have any further comments about other changes proposed in the chapter on road users requiring extra care?

9. Waiting and parking

- 9.1 The Highway Code already makes clear that you must ensure that you do not hit anyone when opening your vehicle door. We are recommending that a new technique, commonly known as the 'Dutch Reach', is introduced to this chapter. This advises that road users should open the door of their vehicle with the hand on the opposite side to the door they are opening. This naturally causes the person to twist their body making it easy to look over their shoulder and check for other road users. This will help to reduce the risk to passing cyclists and motorcyclists, and to pedestrians using the pavement.
- 9.2 Given the uptake in use of electric vehicles, we also felt it was important to recognise that charging cables can be a trip hazard for pedestrians and every care should be taken when charging vehicles to minimise any danger. This includes ensuring that cables are neatly returned to charging points to prevent any obstacles for other road users.
- 9.3 The table below shows both the original text of The Highway Code and proposed revised text:
- Any deletions to the original text are highlighted in yellow in the left column;
 - Proposed amendments to the text are in italic and highlighted in grey in the right column.

Waiting and parking (only those rules where there are changes proposed have been included in this table)	
<p>Rule 239 Use off-street parking areas, or bays marked out with white lines on the road as parking places, wherever possible. If you have to stop on the roadside:</p> <ul style="list-style-type: none"> • do not park facing against the traffic flow • stop as close as you can to the side • do not stop too close to a vehicle displaying a Blue Badge: remember, the occupant may need more room to get in or out • you MUST switch off the engine, headlights and fog lights • you MUST apply the handbrake before leaving the vehicle 	<p>Rule 239 Use off-street parking areas, or bays marked out with white lines on the road as parking places, wherever possible. If you have to stop on the roadside:</p> <ul style="list-style-type: none"> • do not park facing against the traffic flow • stop as close as you can to the side • do not stop too close to a vehicle displaying a Blue Badge: remember, the occupant may need more room to get in or out • you MUST switch off the engine, headlights and fog lights • you MUST apply the handbrake before leaving the vehicle

- you MUST ensure you do not hit anyone when you open your door. Check for cyclists or other traffic
- it is safer for your passengers (especially children) to get out of the vehicle on the side next to the kerb
- put all valuables out of sight and make sure your vehicle is secure
- lock your vehicle.

Before using a hand-held device to help you to park, you MUST make sure it is safe to do so. Then, you should move the vehicle into the parking space in the safest way, and by the shortest route possible.

When you use a hand-held device to help you to park, you MUST remain in control of the vehicle at all times. Do not use the hand-held device for anything else while you are using it to help you park, and do not put anyone in danger. Use the hand-held device according to the manufacturer's instructions.

Laws CUR regs 98, 105, 107 & 110, RVL R reg 27 & RTA 1988 sect 42

- you MUST ensure you do not hit anyone when you open your door. Check for cyclists or other traffic
- *you should open the door using your hand on the opposite side to the door you are opening, e.g. use your left hand to open a door on your right-hand side. This will make you turn your head to look over your shoulder. You are then more likely to avoid causing injury to cyclists or motorcyclists passing you on the road, or to people on the pavement*
- it is safer for your passengers (especially children) to get out of the vehicle on the side next to the kerb
- put all valuables out of sight and make sure your vehicle is secure
- lock your vehicle.

Before using a hand-held device to help you to park, you MUST make sure it is safe to do so. Then, you should move the vehicle into the parking space in the safest way, and by the shortest route possible.

When you use a hand-held device to help you to park, you MUST remain in control of the vehicle at all times. Do not use the hand-held device for anything else while you are using it to help you park, and do not put anyone in danger. Use the hand-held device according to the manufacturer's instructions.

When using an electric vehicle charge point you should park close to the charge point and minimise the danger to pedestrians from tripping over charging cables. After using the charge point you should return charging cables and connectors neatly to prevent creating an obstacle for other road users.

Laws CUR regs 98, 105, 107 & 110, RVL R reg 27 & RTA 1988 sect 42

Questions

Waiting and parking

Do you agree with the proposed change to Rule 239 (Dutch Reach)?

Is the proposed wording easy to understand?

Do you have any further comments about the other change proposed to Rule 239 on waiting and parking?

10. Annexes

Annex 1. You and your bicycle

10.1 The Highway Code annex on 'you and your bicycle' aims to ensure that riders are comfortable with their bike and associated equipment, and that they have the skills to ride their bike safely and with confidence. The main proposed change within this annex therefore, is to encourage cyclists, and in particular those more inexperienced riders, to consider training and the benefits that it can bring.

10.2 The table below shows both the original text of The Highway Code and proposed revised text:

- Any deletions to the original text are highlighted in yellow in the left column;
- Proposed amendments to the text are in italic and highlighted in grey in the right column.

Annex 1. You and your bicycle	
<p>Make sure that you feel confident of your ability to ride safely on the road. Be sure that</p> <ul style="list-style-type: none"> • you choose the right size and type of cycle for comfort and safety • lights and reflectors are kept clean and in good working order • tyres are in good condition and inflated to the pressure shown on the tyre • gears are working correctly • the chain is properly adjusted and oiled • the saddle and handlebars are adjusted to the correct height. <p>It is recommended that you fit a bell to your cycle.</p> <p>You MUST</p> <ul style="list-style-type: none"> • ensure your brakes are efficient • at night, use lit front and rear lights and have a red rear reflector. <p>Laws PCUR regs 6 & 10 & RVLRL reg 18</p>	<p>Make sure that you feel confident of your ability to ride safely on the road. Be sure that</p> <ul style="list-style-type: none"> • you <i>have</i> the right size and type of cycle for <i>your</i> comfort and safety • <i>the</i> lights and reflectors are clean and in good working order • <i>the</i> tyres are in good condition and inflated to the pressure shown on the tyre • <i>the wheels spin freely</i> • <i>the</i> gears are working correctly • the chain is properly adjusted and oiled • the saddle and handlebars are adjusted to the correct height. <p><i>You should</i> fit a bell to your cycle.</p> <p>You MUST</p> <ul style="list-style-type: none"> • ensure your brakes are efficient • <i>have white</i> front and red rear lights <i>lit when cycling at night.</i> <p>Laws PCUR regs 6 & 10 & RVLRL reg 18</p>

<p>Cycle training can help both children and adults, especially those adults returning to cycling to develop the skills needed to cycle safely on today's roads. A new national cycle training standard has been developed which the Government is promoting and making funding available for delivery in schools.</p> <p>All cyclists should consider the benefits of undertaking cycle training. For information, contact your local authority.</p>	<p><i>Cycle training: If you are an inexperienced cyclist or have not ridden for a while, consider taking a cycle training course. Some councils offer national standard cycle training such as Bikeability and in certain areas this is free of charge. It can help build up your skills and confidence.</i></p> <p><i>There are three levels to Bikeability, starting with the basics of balancing, stopping and starting safely, through to handling complex and busy junctions. You will also learn about traffic signs and the rules of the road, planning routes, safe road positioning and signalling (particularly at junctions) and basic cycle maintenance. For more information, see www.bikeability.org, www.cycling.scot/bikeability-scotland, www.bikeabilitywales.org.uk/</i></p>
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Annex 6. Vehicle maintenance, safety and security

10.3 Annex 6 provides useful advice to drivers of motorised vehicles on how to undertake simple maintenance checks to ensure the safety and road worthiness of the vehicle. In order to highlight the importance of such basic checks we are recommending including a reference to the daily walkaround checks for commercial vehicles, as endorsed by the DVSA and the Fleet Operator Recognition Scheme.

10.4 The table below shows both the original text of The Highway Code and proposed revised text:

- Any deletions to the original text are highlighted in yellow in the left column;
- Proposed amendments to the text are in italic and highlighted in grey in the right column.

Annex 6. Vehicle maintenance, safety and security	
<p>Vehicle maintenance Take special care that lights, brakes, steering, exhaust system, seat belts, demisters, wipers and washers are all working. Also</p> <ul style="list-style-type: none"> • lights, indicators, reflectors, and number plates MUST be kept clean and clear • windscreens and windows MUST be kept clean and free from obstructions to vision 	<p>Vehicle maintenance Take special care that lights, brakes, steering, exhaust system, seat belts, demisters, wipers, washers <i>and any audible warning systems</i> are all working. Also</p> <ul style="list-style-type: none"> • lights, indicators, reflectors, and number plates MUST be kept clean and clear • windscreens and windows MUST be kept clean and free from obstructions to vision

- lights MUST be properly adjusted to prevent dazzling other road users.
- Extra attention needs to be paid to this if the vehicle is heavily loaded
- exhaust emissions MUST NOT exceed prescribed levels
- ensure your seat, seat belt, head restraint and mirrors are adjusted correctly before you drive
- ensure that items of luggage are securely stowed.

Laws RVLR 1989 regs 23 & 27, & CUR regs 30 & 61

Warning displays. Make sure that you understand the meaning of all warning displays on the vehicle instrument panel. Do not ignore warning signs, they could indicate a dangerous fault developing.

- When you turn the ignition key, warning lights will be illuminated but will go out when the engine starts (except the handbrake warning light). If they do not, or if they come on while you are driving, stop and investigate the problem, as you could have a serious fault.
- If the charge warning light comes on while you are driving, it may mean that the battery isn't charging. This should also be checked as soon as possible to avoid loss of power to lights and other electrical systems.

Window tints. You MUST NOT use a vehicle with excessively dark tinting applied to the windscreen, or to the glass in any front window to either side of the driver. Window tinting applied during manufacture complies with the Visual Light Transmittance (VLT) standards. There are no VLT limits for rear windscreens or rear passenger windows.

Laws RTA 1988 sect 42 & CUR reg 32

Tyres. Tyres MUST be correctly inflated to the vehicle manufacturer's specification for

- lights MUST be properly adjusted to prevent dazzling other road users.
- Extra attention needs to be paid to this if the vehicle is heavily loaded
- exhaust emissions MUST NOT exceed prescribed levels
- ensure your seat, seat belt, head restraint and mirrors are adjusted correctly before you drive
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Laws RTA 1988 sect 42 & CUR reg 32

Tyres. Tyres MUST be correctly inflated to the vehicle manufacturer's specification for

the load being carried. Always refer to the vehicle's handbook or data. Tyres should also be free from certain cuts and other defects.

Cars, light vans and light trailers **MUST** have a tread depth of at least 1.6 mm across the central three-quarters of the breadth of the tread and around the entire circumference.

Motorcycles, large vehicles and passenger-carrying vehicles **MUST** have a tread depth of at least 1 mm across three-quarters of the breadth of the tread and in a continuous band around the entire circumference.

Mopeds should have visible tread.

Be aware that some vehicle defects can attract penalty points.

Law CUR reg 27

If a tyre bursts while you are driving, try to keep control of your vehicle. Grip the steering wheel firmly and allow the vehicle to roll to a stop at the side of the road.

If you have a flat tyre, stop as soon as it is safe to do so. Only change the tyre if you can do so without putting yourself or others at risk – otherwise call a breakdown service.

Tyre pressures. Check weekly. Do this before your journey, when tyres are cold. Warm or hot tyres may give a misleading reading.

Your brakes and steering will be adversely affected by under-inflated or over-inflated tyres. Excessive or uneven tyre wear may be caused by faults in the braking or suspension systems, or wheels which are out of alignment. Have these faults corrected as soon as possible.

Fluid levels. Check the fluid levels in your vehicle at least weekly. Low brake fluid may result in brake failure and a crash. Make sure you recognise the low fluid warning lights if your vehicle has them fitted.

Before winter. Ensure that the battery is well maintained and that there are appropriate anti-freeze agents in your radiator and windscreen bottle.

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Fluid levels. Check the fluid levels in your vehicle at least weekly. Low brake fluid may result in brake failure and a crash. Make sure you recognise the low fluid warning lights if your vehicle has them fitted.

Before winter. Ensure that the battery is well maintained and that there are appropriate anti-freeze agents in your radiator and windscreen bottle.

- Other problems. If your vehicle
- pulls to one side when braking, it is most likely to be a brake fault or incorrectly inflated tyres. Consult a garage or mechanic immediately
 - continues to bounce after pushing down on the front or rear, its shock absorbers are worn. Worn shock absorbers can seriously affect the operation of a vehicle and should be replaced
 - smells of anything unusual such as burning rubber, petrol or an electrical fault; investigate immediately. Do not risk a fire.

Overheated engines or fire. Most engines are water-cooled. If your engine overheats you should wait until it has cooled naturally. Only then remove the coolant filler cap and add water or other coolant. If your vehicle catches fire, get the occupants out of the vehicle quickly and to a safe place. Do not attempt to extinguish a fire in the engine compartment, as opening the bonnet will make the fire flare. Call the fire brigade.

Petrol stations/fuel tank/fuel leaks. Ensure that, when filling up your vehicle's tank or any fuel cans you are carrying, you do not spill fuel on the forecourt. Any spilled fuel should be immediately reported to the petrol station attendant. Diesel spillage is dangerous to other road users, particularly motorcyclists, as it will significantly reduce the level of grip between the tyres and road surface. Double-check for fuel leaks and make sure that

- you do not overfill your fuel tank
- the fuel cap is fastened securely
- the seal in the cap is not torn, perished or missing
- there is no visual damage to the cap or the fuel tank

Emergency fuel caps, if fitted, should form a good seal. Never smoke, or use a mobile phone, on the forecourt of petrol stations as these are

- Other problems. If your vehicle
- pulls to one side when braking, it is most likely to be a brake fault or incorrectly inflated tyres. Consult a garage or mechanic immediately
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- there is no visual damage to the cap or the fuel tank

Emergency fuel caps, if fitted, should form a good seal. Never smoke, or use a mobile phone, on the forecourt of petrol stations as these are

<p>major fire risks and could cause an explosion.</p>	<p>major fire risks and could cause an explosion.</p> <p><i>Undertake all aspects of the daily walkaround checks for commercial vehicles as recommended by the DVSA and the Fleet Operator Recognition Scheme</i> <i>(https://www.gov.uk/government/publications/van-drivers-daily-walkaround-check/van-drivers-daily-walkaround-check).</i></p>
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Questions

Annexes

Do you have any comments about the changes proposed to:

- annex 1?
- annex 6?

Do you have any further comments regarding the proposed amendments to The Highway Code which focus on safety improvements for cyclists, pedestrians and horse riders?

Any other comments?

What will happen next

A summary of responses, including the next steps, will be published within three months of the consultation.

If you have questions about this consultation please contact:

Road User Licensing, Insurance and Safety Division

Department for Transport

Great Minster House

33 Horseferry Road

London

SW1P 4DR

HighwayCodeReview2020@dft.gov.uk

Annex A: Full list of consultation questions

Rules H1, H2 and H3

Do you agree with the introduction of new Rule H1 (hierarchy of road users)?

Is the proposed wording easy to understand?

Do you agree with the introduction of new Rule H2 (stronger priorities for pedestrians)?

Is the proposed wording easy to understand?

Do you agree with the introduction of new Rule H3 (cyclist's priorities and right of way)?

Is the proposed wording easy to understand?

Rules for pedestrians

Do you agree with the proposed change to give way to pedestrians waiting at a:

- junction?
- zebra crossing?

Is the proposed wording easy to understand?

Do you have any further comments about other changes to the rules for pedestrians?

Rules about animals

Do you agree to the proposed change to Rule 52?

Rules for cyclists

Do you agree with proposed change to Rule 63 (guidance for cyclists using shared spaces)?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 72 to ride:

- in the centre lane of your lane on quiet roads?
- in the centre lane of your lane in slower moving traffic?
- in the centre of your lane when approaching junctions?
- at least 0.5 metres away from the kerb on busy roads?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 73 at junctions with:

- special cyclist facilities?
- no separate cyclist facilities?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 76 (clarifies priorities when cyclists are travelling straight ahead)?

Is the proposed wording easy to understand?

Do you have any further comments about other changes to the rules for cyclists?

Rules for drivers and motorcyclists

Do you have any comments about the proposed change to Rule 97?

General rules, techniques and advice for all drivers and riders

Is the proposed wording in Rule:

- 123 easy to understand?
- 124 easy to understand?

Do you agree with the proposed changes to Rule 140 on giving way to cyclists using a cycle:

- lane?
- track?

Is the proposed wording easy to understand?

Do you have any further comments about the changes to the general rules, techniques and advice for all drivers and riders?

Using the road

Do you agree that cyclists may pass slower moving traffic on their right or left as detailed in Rule 163?

Do you agree with the proposed speed limits detailed at Rule 163 for overtaking:

- motorcyclists?
- cyclists?
- horse riders?
- horse drawn vehicles?

Do you agree with the proposed passing distances detailed at Rule 163 for overtaking:

- motorcyclists?
- cyclists?
- horse riders?
- horse drawn vehicles?

Is the proposed wording easy to understand?

Do you agree with the proposed changes to Rule 186 that:

- you do not overtake cyclists within their lane?
- you allow cyclists to move across your path?
- cyclists may stay in the left lane when continuing across or around the roundabout?
- horse riders may stay in the left lane when continuing across or around the roundabout?
- horse drawn vehicles may stay in the left lane when continuing across or around the roundabout?

Is the proposed wording easy to understand?

Do you agree with the proposed change to Rule 195 to give way to pedestrians and cyclists waiting to cross at a parallel crossing?

Is the proposed wording easy to understand?

Do you have any further comments about the changes to the rules on using the road?

Road users requiring extra care

Do you agree with the proposed changes to Rule 213 (cyclists may ride in the centre of the lane for their safety)?

Is the proposed wording easy to understand?

Do you have any further comments about other changes proposed in the chapter on road users requiring extra care?

Waiting and parking

Do you agree with the proposed change to Rule 239 (Dutch Reach)?

Is the proposed wording easy to understand?

Do you have any further comments about the other change proposed to Rule 239 on waiting and parking?

Annexes and final comments

Do you have any comments about the changes proposed to:

- annex 1?
- annex 6?

Do you have any further comments regarding the proposed amendments to The Highway Code which focus on safety improvements for cyclists, pedestrians and horse riders?

Any other comments?

Annex B: Consultation principles

The consultation is being conducted in line with the Government's key consultation principles. Further information is available at:

<https://www.gov.uk/government/publications/consultation-principles-guidance>

If you have any comments about the consultation process please contact:

Consultation Co-ordinator
Department for Transport
Zone 1/29 Great Minster House
London SW1P 4DR
Email consultation@dft.gsi.gov.uk