



Devon Countryside Access Forum

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Department for Transport

Consultation

Cycling and Walking Investment Strategy safety review: call for evidence

Moving Britain Ahead

Closing date: 1 June 2018

<https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review>

SUMMARY OF KEY POINTS

Introduction

1 Britain has some of the safest roads in the world. Casualties have fallen substantially over the last 10 years, with a 44% reduction in fatalities on Britain's roads since 2006.

2 The Government wants walking and cycling to be a normal part of everyday life, and the natural choices for shorter journeys - such as going to school, college or work, travelling to the station, and for simple enjoyment. As part of our aim to build a society that works for all, we want more people to have access to safe, attractive routes for cycling and walking by 2040.

3 The aim of this Call for Evidence is to support an open and comprehensive review of how we can address the issues that cyclists and pedestrians face, or perceive, when using our road infrastructure, to support the Government's aim of increasing cycling and walking.

The Government has invested significantly in cycling and walking infrastructure through several schemes and details are available in the consultation document. In addition, the Government has published guidelines on the preparation of Local Cycling and Walking Infrastructure Plans.

A few facts and figures

- In 2016 there were 448 pedestrian road fatalities in Great Britain (accounting for 25% of all road deaths) and 102 cyclist road fatalities (accounting for 6% of all road deaths). In addition, [5,140 pedestrians and 3,397 cyclists were seriously injured and 17,962 pedestrians and 14,978 cyclists were slightly injured](#). Whilst casualty rates are low compared with the number of miles travelled, both pedestrians and cyclists have much higher casualty rates per mile travelled than motor vehicles (excluding motorcycles).
- 1/5th of cyclist casualties occur at junctions when a motor vehicle is turning
- Two-thirds of pedestrian casualties occur when a pedestrian is crossing a road.
- Cyclist fatalities are most likely in rural areas.
- In 2016, 59% of British people agreed with the statement “it is too dangerous for me to cycle on the roads.” (Older people, females and non-cyclists were most likely to agree).

Key themes

The Government has identified the following key themes.

- Infrastructure and traffic signs
- The law and rules of the road
- Training
- Educating road users
- Vehicles and equipment
- Attitudes and public perceptions

Infrastructure and traffic signs

Current situation

- Responsibility for the road network in England lies with Highways England and the local highway authority.
- Highways England is responsible for the Strategic Road Network in Great Britain. Strategic roads are the highways that link cities, areas of population, ports and airports. Most motorways and some “A” roads are strategic roads. Some motorways, classified and unclassified roads are the responsibility of the highway authority.
- Responsibilities of Devon County Council under S39 of the Road Traffic Act (1988)
 - to promote road safety;
 - to undertake collision/casualty data analysis;
 - and to devise programmes, including engineering and road user education, training and publicity, which will improve road safety.

Guidance available:

1. Interim Advice Note 195/16 'Cycle Traffic and the Strategic Road Network'. Highways Agency. This aims to ensure needs of cyclists are accommodated in future schemes.

"The Highways England Cycling Strategy will enable cycle-proofing of the Strategic Road Network in England and reduce any severance from new road schemes by enhancing access for a variety of users, including pedestrians, horse riders, and people with disabilities or health conditions. Highways England is also committed to upgrading and increasing the number of safe crossings on the network in the interests of the safety and convenience of more vulnerable road users, as well as ensuring they integrate with other transport networks, including local roads and existing and new rail links."

2. [Manual for Streets](#) and [Manual for Streets 2](#). Department for Transport. These focus on street design but include "the concept of a hierarchy of provision which puts pedestrians and cyclists at the top."
3. Inclusive Mobility. Department for Transport 2002. Currently being updated.
4. Local Transport Note 2/08 Cycle Design. Department for Transport 2008. Currently being updated.
5. The [Local Cycling and Walking Infrastructure Plans Guidance](#)
6. Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists.
7. Planning Practice guidance supporting the National Planning Policy Framework highlights "the importance of cycling and walking infrastructure in delivering healthy communities."

Traffic signs

- Traffic signs are placed by the traffic authority, through the powers provided by the Road Traffic Regulation Act (1984), to provide warnings, information and details of restrictions to road users.
- Signs "must conform to the Traffic Signs Regulations and General Directions (201), as amended (TSRGD). Authorities may only use signs of a size, colour and type prescribed in legislation or specially authorised by or on behalf of the national authority." "TSRGD prescribes many new cycling and walking measures, including new designs for Advanced Stop Lines (ASLs), cycle 'early start' signals, a new parallel pedestrian and cycle crossing and low-level mini cycle signals."

Consultation question 1

Do you have any suggestions on the way in which the current approach to development and maintenance of road signs and infrastructure impacts the safety of cyclists and other vulnerable road users? How could it be improved?

The law and rules of the road

Road safety law is enshrined in the Road Safety Act 2006 and other legislative instruments. Enforcement is split between the police and local authorities depending on the nature of the offence.

- **The Highway Code**

Rules for all road users including pedestrians and cyclists, incorporated in the driving theory test.

“Some countries apply different rules aimed at protecting vulnerable road users such as requiring vehicles to give way to cyclists and pedestrians when turning into the junction, as set out in British Cycling’s Turning the Corner campaign”.

- **Civil liability**

“Liability for accidents is predicated on the establishment of the defendant’s negligence. In order to prove negligence, it is necessary to prove that the defendant owed the claimant a duty of care, that they breached that duty and that the claimant’s injuries or damage to property were caused as a result.”

- **Speed**

Research commissioned by the Department for Transport is currently underway to evaluate speed awareness courses and the use of 20mph limits. Both are due to report later this year.

Department Circular 1/2013, gives guidance on considering and reviewing speed limits. Authorities are advised to take into account: “history of collisions; road geometry and engineering; road function; composition of road users (including existing and potential levels of vulnerable road users); existing traffic speed; road environment.”

Consultation question 2

Please set out any areas where you consider the laws or rules relating to road safety and their enforcement, with particular reference to cyclists and pedestrians, could be used to support the Government’s aim of improving cycling and walking safety whilst promoting more active travel.

Training

Current situation

- A driving licence is required to operate most motorised vehicles on British roads.
- Those wishing to ride a motorbike or moped must first take a Compulsory Basic Training (CBT), ... before a theory and two practical tests. Younger riders take additional tests if they wish to ride large motorbikes.
- Drivers who wish to operate larger, heavier vehicles such as minibuses, lorries or cars with a trailer are required to take additional tests. Qualified lorry or bus

drivers must do 35 hours of periodic training every five years to keep their Driver Certificate of Professional Competence (CPC).

- Advanced driving course of Pass Plus is a 6-hour training course developed by the DVSA, which is aimed at helping new drivers improve their skills, are voluntary.
- Drivers must renew their driving licence at age 70 and then every three years. There is no test but drivers must meet the minimum eyesight standard.
- A banned driver may be required to take another driving test or an extended test.
- Bikeability is the Government's national cycle training programme, underpinned by the National Standard for cycle training. The Government has provided funding of £50 million to cover cycle training from 2016 - 2020.

Consultation question 3

Do you have any suggestions for improving the way road users are trained, with specific consideration to protecting cyclists and pedestrians?

Educating Road Users

Current situation

- Road safety is not part of the national curriculum but may be incorporated in other topics. "A 2015 survey of teachers showed that 70% of primary schools and 55% of secondary schools had taught road safety in the previous 12 months. Schools also provide the main delivery channel for Bikeability."
- Other people and organisations have a role e.g. Road Safety Officers; the Scout Association and the RAC Cubs Road Safety Activity Badge; Living Streets road safety education and 'School Route Audits'; and various 'safety' related weeks.
- National Driver Offenders Rehabilitation Scheme – re-education courses.
- The Government's THINK! campaign aimed at encouraging safer behaviour.

Consultation question 4

Do you have any suggestions on how we can improve road user education to help support more and safer walking and cycling?

7 Vehicles and equipment

Current situation

New vehicles

- Standards for new vehicles.
- Consumer information programmes such as EuroNCAP for new cars and SHARP motorcycle safety helmet rating scheme.
- United Nations (UN Economic Commission for Europe) work on improved requirements for new vehicles to give better protection to vulnerable road users.

- Government is considering ways to “improve the requirements for sideguards on heavy goods vehicles being used on UK roads.”

Vehicles in-use

- Use of roadworthy vehicles – Road Vehicles (Construction and Use) Regulations and Road Vehicles Lighting Regulations.
- MoT – after three years for cars/motorcycles and after one year for heavy vehicles and large passenger carrying vehicles.

Bicycles

- Pedal Cycles (Construction and Use) Regulations. Braking on front and rear wheels; definition of lights and reflectors; bell to be fitted at point of sale.
- Electrically Assisted Pedal Cycles (EAPCs) are defined in separate regulations.
- “Riders are advised to wear a helmet and to wear light coloured/fluorescent clothing in daylight or poor light and to wear reflective clothing or accessories at night.”

Consultation question 5

Do you have any suggestions on how Government policy on vehicles and equipment could improve safety of cyclists and pedestrians, whilst continuing to promote more walking and cycling?

8 Attitudes and public awareness

Current situation

- Different types of cyclist – commuter; cycling to school; leisure.
- Drivers “have a tendency to stereotype cyclists negatively; characterised by supposed failures of attitude and competence, even while recognising that cyclists are a diverse population.”
- Those who ride “may believe that car users are often dangerous, reporting intimidation, abuse and poor practice of motorists around cyclists. For example - inattention and failing to look, to driving too close when passing, to specific acts of aggression...”
- Pedestrians are frequently segregated from vehicles, particularly in urban areas. Cyclists are likely to have to share, either with vehicles or pedestrians.
- “Some organisations have attempted to improve understanding between different road user groups through campaigns or codes of conduct. This includes initiatives such as Exchanging Places, where cyclists and HGV drivers are invited to experience the road from each other’s perspective in order to understand safer road use better.”

Consultation question 6

What can Government do to support better understanding and awareness of different types of road user in relation to cycle use in particular?