

Cambridge Cycling Campaign
Martin Lucas-Smith
contact@camcycle.org.uk

19 June 2007

Dear Mr Lucas-Smith

You replied to our invitation to comment on the advice for cyclists contained in the proposed revised Highway Code. I am now updating you on the current position.

Having listened to the concerns of cyclists regarding certain aspects of rules 61 and 63 of the proposed revisions to the Highway Code, we sought views from key stakeholders on proposals for further changes to these rules.

We have now carefully considered stakeholders views and on 15 June laid before Parliament revised versions of rules 61 and 63, as follows:-

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.

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.

I enclose an Explanatory Memorandum which sets out the details to this issue and a summary of the responses received from stakeholders on the proposed further changes to these rules.

Provided that there are no objections in Parliament to the proposed revisions we should be able to publish the new edition of the Highway Code by the end of September. Any delay in issuing the Code would mean delaying the benefits of applying all the improved advice for all road users that it contains, including advice to motorists to be more aware of vulnerable road users such as cyclists.

Yours sincerely



JOHN DOYLE

THE HIGHWAY CODE

Alterations to the provisions of rules 61 and 63 of the Highway Code proposed to be made by the Secretary of State for Transport and laid before both Houses of Parliament on 15th June 2007, pursuant to section 38 of the Road Traffic Act 1988.

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EXPLANATORY MEMORANDUM TO
**FURTHER CHANGES TO DRAFT RULES 61 AND 63 OF THE DRAFT REVISED
HIGHWAY CODE 2007**

1. This explanatory memorandum has been prepared by the Department for Transport and is laid before Parliament by Command of Her Majesty.

2. Description

2.1 The Highway Code sets out directions for the guidance of road users. It was originally issued under section 45 of the Road Traffic Act 1930(now repealed) and continues to have effect under section 38 of the Road Traffic Act 1988 (the “RTA”) under which it may be amended.

2.2 A draft revised edition of the Highway Code containing alterations proposed to be made by the Secretary of State pursuant to section 38 of the RTA was laid before Parliament by the Minister of State, Department for Transport (Dr Stephen Ladyman) on 28 March 2007. This took account of responses to the public consultation held between February and May 2006.

2.3 However, since the Code was laid before Parliament, further representations have been made by cyclists who remain concerned that the revised text of rules 61 and 63 on cycle facilities and cycle lanes is insufficiently clear. Having considered these further representations carefully, the Department believes that there is merit in amending rules 61 and 63, so as to remove any possible doubt about their meaning. The Department is therefore proposing to include in the draft revised Code revised versions of rules 61 and 63.

2.4 The Department discussed these changes informally with CTC, the cyclists' organisation. On 31 May the Department sought views on the proposed changes to rules 61 and 63 from key road safety interests, including members of the Road Safety Advisory Panel, as well as cycling and walking representative bodies. On 1 June Dr Stephen Ladyman wrote to all MPs to inform them about this and he issued a Written Ministerial Statement on 5 June. Copies of the letters of 31 May and 1 June and the Statement of 5 June are attached to this Memorandum.

3. Matters of special interest to the Joint Committee on Statutory Instruments

3.1 None. The Highway Code is not a statutory instrument or other instrument falling within the terms of reference of the JCSI.

4. Legislative Background

4.1 Legislative provisions relating to the revision of the Highway Code are set out in section 38 of the RTA.

4.2 The Highway Code does not itself create legal rights and obligations; a failure to observe its provisions does not in itself make a person liable to criminal proceedings. But such a failure can be relied on as tending to establish or

negative any liability which is in question in civil or criminal proceedings (section 38(7) of the RTA).

- 4.3 Section 38(2) of the RTA provides that the Secretary of State may from time to time revise the Highway Code by revoking, varying, amending or adding to the provisions of the code in such manner as he thinks fit.
- 4.4 Where the Secretary of State proposes to revise the Highway Code by making any alterations in the provision of the Code (other than alterations merely consequential on the passing, amendment or repeal of any statutory provision) he must lay the proposed alterations before both Houses of Parliament and must not make the proposed revision until after the end of a period of forty days beginning with the day on which the alterations were so laid (section 38(3) of the RTA). (In reckoning any period of forty days, no account is to be taken of any time during which Parliament is dissolved or prorogued or during which both Houses are adjourned for more than four days) (section 38(9)(c) of the RTA).
- 4.5 If within that period either House resolves that the proposed alterations be not made, the Secretary of State must not make the proposed revision (section 38(4) of the RTA).
- 4.6 Before revising the Highway Code by making any alterations in its provisions which are required to be laid before Parliament, the Secretary of State must consult with such representative organisations as he thinks fit section (38(5) of the RTA). (Section 38(3) of the RTA provides for any alterations that are consequential on the passing, amendment or repeal of legislation to be made without the need for consultation or laying before Parliament).
- 4.7 In accordance with section 38 of the RTA the proposed revisions to rules 61 and 63 will not be made until after the end of a period of forty days beginning with the day on which the alterations were laid. The rest of the Highway Code will remain as laid before Parliament on 28 March 2007.

5. Territorial Extent and Application

- 5.1 The Highway Code applies to Great Britain.

6. European Convention on Human Rights

- 6.1 As the Highway Code does not amend primary legislation, no statement is required.

7. Policy background

- 7.1 In February 2006 the Department for Transport issued a draft of proposed revisions to the Highway Code for public consultation, which closed on 15 May 2006. Over 4,000 people offered a total of almost 27,000 comments. Taking account of these comments, a new draft version of the Highway Code was laid

before Parliament on 28 March 2007. A large number of responses to the consultation concerned the rules on cycling and more than 40 amendments were made to these and other rules to take account of comments from cyclists. However, as described in section 2 above, since the Code was laid before Parliament, further representations have been made by cyclists concerning rules 61 and 63 and the Department is now proposing to revise these rules.

- 7.2 The proposed further changes to these two draft rules make clearer the position regarding the advice in the Code on the use of cycle facilities and cycle lanes. The purpose of the Code is to help cyclists and all other road users to use the roads as safely as possible. It does so in two ways. It explains the law and it provides advice and guidance on safe behaviour in areas not covered by legislation.
- 7.3 Rules 61 and 63 are part of the advice and guidance and do not set out legal requirements, which, as explained in the Introduction to the Code, are indicated by the words MUST or MUST NOT. The revised wording for rules 61 and 63 makes it clearer that use of cycle facilities and cycle lanes is not compulsory and that these rules do not introduce any legal requirements.
- 7.4 Cycle facilities and cycle lanes are provided to help cyclists. Cyclists are entitled to use their experience and judgment in deciding when to use cycle facilities and cycle lanes. The proposed changes also make this clearer.
- 7.5 The Department's letter of 31 May sought views on the proposed changes by 12 June. We have moved quickly to make these changes to avoid unduly delaying the publication of the new edition of the Highway Code. Provided that there are no objections in Parliament to the proposed revisions we should be able to publish the new edition of the Highway Code by the end of September. Any delay in issuing the Code would mean delaying the benefits of applying all the improved advice for all road users that it contains, including advice to motorists to be more aware of vulnerable road users such as cyclists.
- 7.6 The Department received 39 responses agreeing with the proposed changes to rules 61 and 63. A further 22 responses suggested further changes to these rules. A summary of responses, including the Department's comments on the main points raised, is attached to this memorandum. The Department is proposing two further minor changes, suggested by the CTC, to provide additional clarification. The first is to amend the heading of rule 61 to read "Cycle Routes and Other Facilities" instead of "Cycle Facilities". The second is to amend the final sentence of rule 63 to read "Use of cycle lanes..." instead of "Use of these facilities..."
- 7.7 In addition, a number of respondents took the opportunity to raise other issues that are outside the scope of these rules. These include the British Horse Society, the Driving Instructors Association and the Local Authority Road Safety Officers Association. We are discussing these issues separately with these organisations.
- 7.8 As noted above, changes to the Code arising from changes to legislation are not subject to the same procedures for consultation and laying before Parliament.

This procedure was used, for example, to make amendments to the current Code in 2006 on the introduction of new legislation on child car seats and in 2004 for new legislation on mobile phone use.

7.9 Since the proposed revised Highway Code was laid before Parliament on 28 March 2007, changes to legislation on smoking in public places commenced in Wales on 1 April 2007 and will commence in England on 1 July 2007. Rule 148, as laid, included a reference to the similar legislation that was already in place in Scotland. The smoking legislation relates to smoking in public transport vehicles and vehicles used for work purposes. We propose to amend rule 148 when it is published to cover also the new legislation in Wales and England.

7.10 We are proposing to change rule 148 by adding the following final paragraph to it:-

"You MUST NOT smoke in public transport vehicles or in vehicles used for work purposes in certain prescribed circumstances. Separate regulations apply to England, Wales and Scotland.

TSf(EV)R2007, TSfP(W)R2007, TPSCP(S)R2006"

8. Impact

8.1 A Regulatory Impact Assessment has not been prepared for the further revisions to draft rules 61 and 63 nor for the rest of the draft revised Highway Code. The Code reflects current legislation and good practice and as such in itself does not have an impact on business, charities or voluntary bodies.

9. Contact

Andrew Colski of the Road User Safety Division, Department for Transport, Zone 2/13, Great Minster House, 76, Marsham Street, London SW1P 4DR (Tel: 020-7944-2057 or email: andrew.colski@dft.gsi.gov.uk) can answer any queries regarding the instrument.

15 June 2007

Department for Transport

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Our Ref: RSS26/1/2

31 MAY 2007

FURTHER CHANGES TO DRAFT RULES 61 AND 63 OF THE PROPOSED REVISED HIGHWAY CODE

I am writing to seek your views on further revisions to two draft rules of the proposed revised Highway Code concerning cycle facilities and cycle lanes. For reasons set out below, I am seeking your views by no later than **the end of Tuesday 12 June**.

Background

In February 2006 we issued a draft of proposed revisions to the Highway Code for public consultation, which closed on 15 May 2006. Over 4,000 people offered a total of almost 27,000 comments.

Taking account of these comments, a new draft version of the Highway Code was laid before Parliament on 28 March 2007. A large number of responses to the consultation concerned the rules on cycling and more than 40 amendments were made to these and other rules to take account of comments from cyclists. However, since the Code was laid before Parliament, further representations have been made by cyclists who remain concerned that the revised text of rules 61 and 63 on cycle facilities and cycle lanes is insufficiently clear.

Proposed change

Having considered these further representations carefully, we believe that there is merit in amending and expanding rules 61 and 63, so as to remove any possible doubt about their meaning. We are therefore now proposing to include revised versions of rules 61 and 63. We have discussed these changes informally with CTC, the cyclists' organisation. The proposed revised versions are as follows:-

61 Cycle 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.

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 these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer.

These changes make clearer the position regarding the advice in the Code on the use of cycle facilities and cycle lanes. The purpose of the Code is to help cyclists and all other road users to use the roads as safely as possible. It does so in two ways. It explains the law and it provides advice and guidance on safe behaviour in areas not covered by legislation.

Rules 61 and 63 are part of the advice and guidance and do not set out legal requirements, which, as explained in the Introduction to the Code, are indicated by the words **MUST** or **MUST NOT**. The revised wording for rules 61 and 63 makes it clearer that use of cycle facilities and cycle lanes is not compulsory and that these rules do not introduce any legal requirements.

Cycle facilities and cycle lanes are provided to help cyclists. Cyclists are entitled to use their experience and judgment in deciding when to use cycle facilities and cycle lanes. The proposed changes also make this clearer.

Timetable

We are seeking views on these two revised rules by no later than **the end of Tuesday 12 June**.

We are seeking views from key road safety interests, including members of the Road Safety Advisory Panel, as well as cycling and walking representative bodies. A full list of those being asked to comment is attached. Please let us know if you think we have omitted any organisation that may have a view on these changes.

The reason for this very short timescale is to avoid unduly delaying the publication of the new edition of the Highway Code. Any proposed changes to the code have to be laid in Parliament for 40 days before they can come into effect. The Parliamentary summer recess begins on 26 July 2007. This means that, subject to the views expressed in response to this letter, we would have to lay these changes by no later than 15 June in order to complete the laying period before the recess.

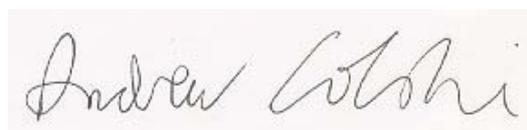
This would enable the publication of the new edition of the Highway Code by the end of September. If we are unable to lay changes by 15th June this would mean the new edition could not be published until December at the earliest. A delay in issuing the Code would mean delaying the benefits of applying all the improved advice for all road users that it contains, including advice to motorists to be more aware of vulnerable road users such as cyclists.

Please send any comments by no later than **the end of Tuesday 12 June**. If possible, it would be helpful to have your comments before the deadline but there is no difficulty if you are not able to reply before then - your comments will still be properly considered. Please respond to me at:-

andrew.colski@dft.gsi.gov.uk

If you do not have e-mail access, please contact me at the above address.

Yours faithfully,



ANDREW COLSKI
Vulnerable Road Users Branch
Road User Safety Division

Full list of groups invited to comment:

Andrew Howard Head of Road Safety	AA
Justin Jacobs	ASSOCIATION OF BRITISH INSURERS
Philip Darnton	BICYCLE ASSOCIATION and CYCLING ENGLAND
Peter King Chief Executive	BRITISH CYCLING
Zoe Ward	BRAKE
Sheila Hardy	BRITISH HORSE SOCIETY
Katrina Phillips Chief Executive	CHILD ACCIDENT PREVENTION TRUST
James Fowlie Head of Policy	COSLA
Graham Dunhill	COUNTY SURVEYORS' SOCIETY
Roger Geffen Campaigns & Policy Manager	CTC

Kevin Mayne Director	CTC
Andre Curtis	CYCLE CAMPAIGN NETWORK
Penny Jones Pupil Well-being & Transport Team	DfES
Gary Kemp	DPTAC
Sue Maisey Public Health Group	DH
John R Lepine MBE General Manager	MOTOR SCHOOLS ASSOCIATION
Graham R J Fryer	DIA
Graham Miller OBE, Logistics Development Manager	FREIGHT TRANSPORT ASSOCIATION
Geoffrey Biddulph Head of Road Crime Section, Public Order and Crime Issues Unit	HOME OFFICE
John Furlong Head of At-work Road Safety Unit	HSE
Kevin Delaney	IAM MOTORING TRUST
Terence Bendixson President	LIVING STREETS
Malcolm Burns	LARSOA
Simon Ettinghausen	LARSOA
Josie Wride Road Safety Manager	LOCAL GOVERNMENT ASSOCIATION
Tom Bogdanowicz	LONDON CYCLE CAMPAIGN
Craig Carey-Clinch Director of Public Affairs	MOTORCYCLE INDUSTRY ASSOCIATION
Chris Hodder	BMF

Robert Gifford,
Executive Director

PACTS

Meredydd Hughes

ACPO

Sheila Rainger
Campaigns Manager

RAC FOUNDATION FOR MOTORING

Rt Hon Baroness Hayman

ROADSAFE

Kevin Clinton

RoSPA

Angus MacInnes

SCOTTISH EXECUTIVE

Mike Hollingsworth
Acting Head of
Policy & Economics,

SMMT

John Grimshaw
Director

SUSTRANS

Jon Freer

TECHNICAL ADVISORY GROUP

Professor Rod Kimber

TRL

P Pearson

TUC

Richard Allsop OBE,
Professor of Transport Studies

UNIVERSITY COLLEGE LONDON

Jim Walker

WALK 21

Robin Shaw,
Director of Transport,
Transport Directorate

NATIONAL ASSEMBLY FOR WALES

Cllr Nick Colbourne

WELSH LOCAL GOVERNMENT ASSOCIATION

WRITTEN MINISTERIAL STATEMENT 5 JUNE 2007: Column 15WS

Revised Highway Code

The Minister of State, Department for Transport (Dr. Stephen Ladyman): In February 2006 we issued a draft of proposed revisions to the Highway Code for public consultation, which closed on 15 May 2006. Over 4,000 people offered a total of almost 27,000 comments.

Taking account of these comments, a new draft version of the Highway Code was laid before Parliament on 28 March 2007. A large number of responses to the consultation concerned the rules on cycling and more than 40 amendments were made to these and other rules to take account of comments from cyclists. However, since the code was laid before Parliament, further representations have been made by cyclists who remain concerned that the revised text of rules 61 and 63 on cycle facilities and cycle lanes is insufficiently clear.

Following informal discussions with the CTC, an organisation representing cyclists, we are proposing changes to draft rules 61 and 63 to make clearer the position regarding the advice in the code on the use of cycle facilities and cycle lanes. On 31 May the Department for Transport wrote to key road safety interests, including members of the Road Safety Advisory Panel, as well as cycling and walking representative bodies, concerning further changes to the Highway Code. A copy of the Department's letter has been placed in the Library of both Houses.

We have asked stakeholders to let us have their views by the end of Tuesday 12 June. The reason for this short timescale is so as not to unduly delay the publication of the new edition of the Highway Code. Any proposed changes have to be laid in Parliament for 40 days before they can come into effect, so will need to be laid by 15 June if the 40-day period is to be completed before summer recess. Views are requested by 12 June to allow time for them to be considered before laying the changes in Parliament. We would then expect to publish the revised edition of the Highway Code in September.

SUMMARY OF RESPONSES TO DFT LETTER OF 31 MAY ON PROPOSED CHANGES TO RULES 61 AND 63 OF THE HIGHWAY CODE

39 responses support the proposed changes, from:-	Additional points raised:-
Alice Douglas for David Howarth MP	Roundabouts
Andrew Hields	
Andrew Howard, The Automobile Association	Complexity of advice setting a precedent
Andy Freeman, HSE	
Bob Colover	
Caroline Collins	
Cathy Russell	
Clive Mowforth	
Daphne Edwards, Stroud Valleys Cycle Club	
Derek Morton	
Don Matthew, Sustrans	
Ed Cooper	
Edward Hibbert, Freecycle Edinburgh	
Geoffrey Biddulph, Home Office	
Harry Green, DOENI	
Ian Drake, British Cycling	
Isla Rowntree	
James Davey	
Jim Walker, WALK21	
John Swan	
Julian Happiansmith	Various other cycling issues.
Kevin Clinton, ROSPA	
Kevin Delaney, IAM Motoring Trust	Unnecessary lengthening of the Code setting a precedent
Martin Bray	
Meryl James, Road Safety Unit, Welsh Assembly Government	
Mike & Gail Pollard	
Mike Ashworth, Derbyshire County Council (CSS)	
Mike Hayes, CAPT	
Paul Taylor, South Yorkshire Police (ACPO)	
Penny Jones, DfES	
Peter Laub, DIA	Various other road safety issues
Philip Darnton, Cycling England and The Bicycle Association	
Richard Allsop, UCL	
Richard Benyon MP	
Rod Holt	Publicity, training
Sheila Rainger, RAC Foundation	
Simon Ettinghausen, London Borough of Bexley	School Crossing Patrols
Stephen Riley	
Terence Rowntree, Stourbridge Cycling Club	

22 responses suggested further changes to Rules 61 and / or 63, from:-	Additional points raised:-
Alasdair Massie, CTC Right to Ride Representative, North Herts	
Andre Curtis, Cycle Campaign Network	
Andrew Curry	Tandems, various other road safety issues
Barry Woo	
Chris Baughan, TRL	
David Neale	German regulations requiring use of cycle facilities.
Geraldine Mason	
Gerard Church, Highland Cycle Campaign	Motorists' responsibilities to walkers and cyclist
Halldor Fossa	
Jon Freer, Bracknell Forest BC (TAG)	
Kate Hopton, ABI	
Martin Lucas-Smith, Cambridge Cycling Campaign	Roundabouts
Michael Evans, Dorset Cyclists' Network	
Neal Hockley, CTC Right-to-Ride Rep, Gwynedd	
Rachel Burr, Brake	
Richard Burton	
Richard George, Kevin Mayne, CTC	
Rita Miller for Sandra Osborne MP	
Robert Gifford, PACTS	
Sheila Booth, Stroud Valleys Cycle Campaign	
Tom Bogdanowicz, London Cycling Campaign	
Tom Butcher	Helmets

The Department has decided to make two further clarifications suggested by the CTC. The first is to amend the heading of rule 61 to read "Cycle Routes and Other Facilities" instead of "Cycle Facilities". The second is to amend the final sentence of rule 63 to read "Use of cycle lanes..." instead of "Use of these facilities..."

Various other comments and suggested amendments have been made. Many respondents have made similar points or suggested similar changes. The main themes raised are summarised below, with the Department's response.

- **Change the wording on advice to cyclists on use of cycle routes and other facilities "...unless at the time it is unsafe to do so"**

The proposed wording "...unless at the time it is unsafe to do so" provides a reasonable balance between the purpose of the Highway Code to provide objective advice on safe use of the roads, while acknowledging that individual cyclists will need to make their own judgement as to what is safe according to their circumstances - just as all road users must do throughout every journey. A number of different alternative wordings were suggested, but these would involve weakening the safety advice and making it more subjective.

- **Clarity of advice that use of cycle routes, cycle lanes and other facilities "will depend on your experience and skills"**

This wording conveys that the decisions made by each cyclist will vary and will not be the same for, say, a child or novice cyclist as it would be for an experienced adult who cycles every day. It will also depend on what training or other advice they have received. Omitting it, as suggested by some, would lose that element of the advice.

- **Remove advice "When using a cycle lane, keep within the lane when practicable"**

This would be a fundamental change to the current advice on use of cycle lanes and would remove a significant element of safety advice. The advice to keep within the lane only applies when cyclists choose to use a cycle lane.

- **Cycle routes, cycle lanes and other cycle facilities do not always make your journey safer**

The proposed rules already acknowledge that these facilities are not always the safest option in all circumstances, noting that cyclists should use their experience and skills in judging when it is safe to use them. They do not recommend their use in all circumstances. The words "they can make your journey safer" already acknowledge that will not always be the case. A number of different alternative wordings were suggested, but most of these would involve weakening the safety advice and making it more subjective.

- **Evidence that cycle routes, cycle lanes and cycle facilities improve cyclists' safety**

There is some research on the improved safety provided by advanced stop lines, also known as cycle boxes (see TAL 6/91). Cycle routes can be on or off road or a mixture of the two and are generally developed by local authorities and promoted as a safer alternative route. Toucan crossings are a facility to help cyclists cross roads under a red signal. Used correctly, they can provide a safe way for cyclists to cross roads.

We recognise that cycle lanes may sometimes be obstructed, poorly maintained or poorly implemented. However, where a cycle lane has been provided in accordance with DfT guidelines, is well maintained and unobstructed, it can be safer than the alternative.

The Department keeps its advice under review and has plans for a research project on cycle safety that will include consideration of cycling infrastructure.

- **Cyclists should not be expected to use cycle routes, cycle lanes or cycle facilities where that is not the most convenient option.**

The Highway Code provides advice on safe use of the roads. The proposed wording makes clear that cyclists do not have to use cycle routes, cycle lanes or other facilities.

- **Strengthen the advice to cyclists that they should use cycle routes, cycle lanes and other facilities**

Most suggestions for change came from cyclists and cycling organisations. However, both the ABI and Brake suggested changes that would provide more encouragement to cyclists to use cycle routes, cycle lanes and other facilities when it helps to keep them safe. However, the proposed wording provides a better balance between providing safety advice and recognising that in many circumstances cyclists may choose not to use such facilities.

- **Rules 76-77 on roundabouts can be read as advice to cyclists to keep to the left while turning right**

Rule 76 refers cyclists to the correct procedure for using roundabouts, but advises that they should be approached with care. This is supplemented by rule 77 which says "You may feel safer walking your cycle round on the pavement or verge" as the second option. Rule 77 then goes on to say, as the third option, "If you decide to ride round keeping to the left hand lane..." and then gives advice on what to do if that course is followed. It does not say that cyclists should use the left hand lane, but simply gives advice to those that choose to do so.

- **Emphasise the responsibilities of motorists to look out for cyclists.**

The proposed text of the Highway Code included 30 changes from the 2006 consultation version to provide additional advice to motorists to look out for vulnerable road users, including cyclists, reflecting comments made during that consultation.