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Closed consultation

Summary of the consultation proposals on a review of The Highway Code

Published 28 July 2020

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Executive summary

Introduction

This summary document allows for readers to easily and quickly identify the changes we are proposing following our review of The Highway Code to improve road safety for vulnerable road users. It sets out the amendments we are proposing and some of the new text that we are considering through this consultation process. It is not intended that this summary document be read instead of the main consultation document, which allows for clear comparison of current and proposed new text in The Highway Code, and provides a detailed background to the review.

The consultation document is seeking views on proposed changes to The Highway Code to improve safety for 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.

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. 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 main 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

Within the chapters of this document, we have explained what the main changes are alongside the proposed new text. These changes will be reflected in the following areas of The Highway Code, the:

- 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
- annex 6: vehicle maintenance, safety and security

Your views are particularly important to us so we would encourage you to respond to this consultation. 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.

The easiest way to respond is to use the online response form (<https://www.smartsurvey.co.uk/s/K736D5/>). 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 send your response by email to: HighwayCodeReview2020@df.gov.uk.

Due to 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.

Introduction

The introduction to The Highway Code will be updated to include a:

- 'Hierarchy of Road Users' and new Rule H1 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 objective of the hierarchy 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
- new Rule H2 to create clearer and stronger priorities for pedestrians, particularly at junctions, and clarify where pedestrians have right of way
- new Rule H3 which 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

The new text within the introduction to The Highway Code will read:

Start quote:

- the aim of The Highway Code is to promote safety on the road, whilst also supporting a healthy, sustainable and efficient transport system
- 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: 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.

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.

Cyclists, horse riders and horse drawn vehicles likewise have a responsibility to reduce danger to pedestrians. Always remember that the people you encounter may have impaired sight, hearing or mobility, and may not be able to see or hear you.

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.

- Rule H2: Rule for drivers, motorcyclists, horse riders and cyclists

At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.

You **MUST** give way to pedestrians on a zebra crossing, and pedestrians and cyclists on a parallel crossing.

You should give way to pedestrians waiting to cross a zebra crossing, and pedestrians and cyclists waiting to cross a parallel crossing.

Horse riders and horse drawn vehicles should also give way to pedestrians on a zebra crossing, and pedestrians and cyclists on a parallel crossing.

Pedestrians have priority when on a zebra crossing, on a parallel crossing or at light controlled crossings when they have a green signal.

Cyclists should give way to pedestrians on shared use cycle tracks. Only pedestrians may use the pavement. This includes people using wheelchairs and mobility scooters. Pedestrians may use any part of the road and use cycle tracks as well as the pavement, unless there are signs prohibiting pedestrians.

Laws TSRGD Schedule 14 part 1 and part 5 (<http://www.legislation.gov.uk/ukxi/2016/362/schedule/14/made>) and HA 1835 sect 72 (<https://www.legislation.gov.uk/ukpga/Will4/5-6/50/section/72>) & R(S)A 1984, sect 129 (<http://www.legislation.gov.uk/ukpga/1984/54/section/129>)

- Rule H3: Rule for drivers and motorcyclists

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.

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.

You should stop and wait for a safe gap in the flow of cyclists if necessary. This includes when cyclists are:

- approaching, passing or moving off from a junction
- moving past or waiting alongside stationary or slow-moving traffic

- travelling around a roundabout”

End quote.

Rules for pedestrians

The ‘Rules for pedestrians’ chapter of The Highway Code will be updated to:

- embed the new Hierarchy of Road Users concept and to tackle some of the safety issues pedestrians encounter or perceive when walking
- 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

The new text within the ‘Rules for pedestrians’ chapter of The Highway Code will update:

- Rule 1 to include footways
- Rule 5 to include parades
- Rule 8 to advise pedestrians that when they are crossing or waiting to cross the road that other traffic should give way
- Rule 13 to advise pedestrians that cycle tracks may be shared with cyclists. New text will read:

Start quote:

Cycle tracks may run alongside footpaths or pavements and be separated from them by a feature such as a change of material, a verge, a kerb or a white line.

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.

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.

End quote.

- Rule 19 to advise pedestrians that drivers and riders should give way to pedestrians waiting to cross a zebra crossing and must give way to pedestrians on a zebra crossing

Rules about animals

The ‘Rules about animals’ chapter of The Highway Code will be updated to suggest that those new to horse riding, or those who have not ridden for a while, consider undertaking training.

Rule 52 will be updated to include new text which reads:

Start quote:

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.

End quote.

Rules for cyclists

The 'Rules for cyclists' chapter of The Highway Code will be updated to:

- include references to cycle tracks, cycle signals and new junction designs
- amend the wording on Advanced Stop Lines
- clarify the priority cyclists have over other vehicles when going straight ahead at a junction
- provide advice on cyclist behaviours when riding on a shared use route and giving pedestrians priority
- recommend that cyclists give way to pedestrians waiting to cross the road at a side road or junctions
- strengthen advice around the value of cycle training
- expand the rules on safe riding and crossing busy roads, including recommended procedures for cycling at roundabouts and road positioning

As we are proposing to provide strengthened guidance to ensure safe cycling there is considerable new text within this chapter. To maintain the numbering of rules throughout other chapters in The Highway Code, we have merged some of the rules within this section, and subsequent rule numbers within the chapter for cyclists have therefore changed.

The new text within the 'Rules for cyclists' chapter of The Highway Code will:

- update Rule 59 to state that evidence suggests that wearing a cycle helmet will reduce your risk of sustaining a head injury in certain circumstances
- merge existing Rule 63 with Rule 61 to provide a description of cycle lanes which reads:

Start quote:

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.

End quote.

- update Rule 62 to provide a description of cycle tracks which reads:

Start quote:

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.

Some cycle tracks shared with pedestrians will not be separated by such a feature.

End quote.

- change Rule 63 to provide guidance on cycling in shared spaces. The new text will read:

Start quote:

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.

Remember that pedestrians may be deaf, blind or partially sighted and that this may not be obvious.

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.

End quote.

- update Rule 66 to ensure cyclists are considerate towards horse riders, along with the following text:

Start quote:

[cyclists' should] 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

End quote

- amend Rule 67 on manoeuvring to ensure that cyclists should:

Start quote:

- 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 pedestrians stepping into your path
- not ride too close behind another vehicle, in case it stops suddenly
- proceed with caution when passing to the left of large vehicles as the driver may not be able to see you

End quote.

- update Rule 71 to reference cycle-only crossing with traffic lights, and to amend the text on Advanced Stop Lines to include:

Start quote:

When the traffic lights are red, you may cross the first stop line, but you **MUST NOT** cross the final stop line.

End quote.

- change Rule 72 to focus on safe road positioning. The new text will read:

Start quote:

When riding on the roads, there are two basic road positions you should adopt, depending on the situation.

1/ Ride in the centre of your lane, to make yourself as clearly visible as possible, in the following situations:

- 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
- 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
- at the approach to junctions or road narrowings where it would be unsafe for drivers to overtake you

2/ When riding on busy roads, with vehicles moving faster than you, allow them to overtake where it is safe to do so 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.

End quote.

- change Rule 73 to focus on junctions. The new text will read:

Start quote:

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.

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.

End quote.

- merge existing Rule 72 with Rule 74 to strengthen advice on safe turning. The new text will read:

Start quote:

If you intend to turn left, check first for other cyclists or motorcyclists, before signalling.

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.

When turning into or out of a side road, you should give way to pedestrians crossing (see Rule H2).

End quote.

- change Rule 75 to focus on two stage turns. The new text will read:

Start quote:

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

End quote.

- merge existing Rule 73 with Rule 76 to strengthen advice on going straight ahead. The new text will read:

Start quote:

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 the left alongside stationary or slow-moving traffic.

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.

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.

End quote.

- change existing Rule 75 on dual carriageways to Rule 77. The new text on busy roads will read:

Start quote:

When crossing faster or busy main roads, you may find it safer and easier to

– dismount and push your cycle across

– wait for a safe gap in the traffic before doing so, especially on faster roads and dual carriageways

– make use of traffic islands or central reservations to help you where appropriate

End quote.

- change existing Rule 76 on roundabouts to Rule 78. Additional text has been included which reads:

Start quote:

Watch out for vehicles crossing your path to leave or join the roundabout, remembering that drivers may not easily see you.

End quote.

- change Rule 77 on roundabouts to Rule 79. Additional text has been included which reads:

Start quote:

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.

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.

End quote.

- change existing Rule 78 on roundabouts to Rule 80
- change existing Rule 79 on crossing the road to Rule 81
- change existing Rule 80 on crossing the road to Rule 82. In addition, existing Rules 81 and 82 on crossings will be merged with this rule. Additional text will read:

Start quote:

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.

End quote.

Rules for drivers and motorcyclists

The 'Rules for drivers and motorcyclists' chapter of The Highway Code will be updated to make certain that audible warning systems, and camera and audio warning systems are used properly and correctly when driving.

Rule 97 will be updated to state that before setting off you should ensure that:

Start quote:

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).

End quote.

General rules, techniques and advice for all drivers and riders

The 'General rules, techniques and advice for all drivers and riders' chapter of The Highway Code will be updated to:

- reinforce the guidance outlined in new Rules H2 and H3 to clarify when drivers of motorised vehicles should give way to pedestrians, cyclists and horse riders
- include references to 20 miles per hour (mph) speed limits and strengthen advice around inappropriate speed

The new text within the 'General rules, techniques and advice for all drivers and riders' chapter of The Highway Code will update:

- Rule 123 to reference that in some local authority regions or in built up areas the limit may be reduced to 20 mph
- Rule 124 to reference local signed speed limits and include new text which reads:

Start quote:

Local signed speed limits may apply, for example:

– 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.

End quote.

- Rule 125 on speeding to reference children, older adults, disabled people, and horse drawn vehicles and include additional text which reads:

Start quote:

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.

End quote.

- Rule 140 to include a reference to cycle tracks and new text which reads:

Start quote:

You should give way to any cyclists in a cycle lane, including when they are approaching from behind you – do not cut 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.

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.

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.

Bear in mind that cyclists are not obliged to use cycle lanes or cycle tracks.

End quote.

- Rule 144 on dangerous driving to include new text which reads:

Start quote:

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.

End quote.

- Rule 151 on slow moving traffic to advise drivers and riders to allow pedestrians and cyclists to cross in front of them.

Using the road

The 'Using the road' chapter of The Highway Code will be updated to:

- reinforce the message that drivers have a duty of care towards cyclists, pedestrians and horse riders and should give way to these road users
- establish clear priority rules at traffic signal junctions
- provide advice on interactions between drivers and cyclists at roundabouts and at different types of junctions
- introduce safe passing distances and speed limits when overtaking pedestrians, cyclists, horse riders, horse drawn vehicles and motorcyclists

The new text within the 'Using the road' chapter of The Highway Code will update:

- Rule 160 to advise that drivers give way to cyclists when they are changing direction or lane

- Rule 163 on overtaking to advise that cyclists may pass slower moving or stationary traffic on the right or left, including at the approach to junctions. It will also include new text which reads:

Start quote:

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
- 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.

End quote.

- Rule 167 to advise drivers not to overtake: Start quote:
 - on the approach to crossing facilities
 - where a vehicle ahead is slowing to stop for a pedestrian that is crossing from a pedestrian island End quote.
 - and also not cut across cyclists going ahead, including those using cycle lanes and cycle tracks (see Rule H3)
- Rule 170 on junctions to advise drivers and riders give way to pedestrians waiting to cross and to remain behind cyclists and motorcyclists at junctions even if they are waiting to turn and are positioned close to the kerb
- Rule 178 on advanced stop lines to advise drivers of large vehicles to 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
- Rule 183 on turning to reference cycle tracks
- Rule 186 on signals and position to give priority to cyclists in certain situations. The new text will read:

Start quote:

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.

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.

End quote.

- Rule 192 on slow moving traffic to include new text which reads:

Start quote:

In slow-moving and queuing traffic you should keep crossings 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.

End quote.

- Rule 195 on zebra crossings to include parallel crossings. It will reinforce the advice to give way to pedestrians waiting to cross at a zebra crossing and include new text which reads:

Start quote:

Parallel crossings are similar to zebra crossings, but include a cycle route alongside the black and white stripes. As you approach a parallel crossing

- 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.

A parallel crossing with a central island is two separate crossings (see ‘Crossings’).

End quote.

- Rule 199 on toucan, puffin and equestrian crossings to advise that drivers do not enter the crossing if they are unable to completely clear it to avoid obstructing pedestrians, cyclists or horse riders

Road users requiring extra care

The 'Road users requiring extra care' chapter of The Highway Code will be updated to:

- strengthen Rule H1 on the hierarchy of road users
- reinforce the new guidance in Rule 163 around safe passing distances and speed limits when overtaking horse riders

The new text within the 'Road users requiring extra care' chapter of The Highway Code will update:

- Rule 204 to include the hierarchy concept by stating that:

Start quote:

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.

End quote.

- Rule 206 on driving carefully and slowly to include provision to take care when driving through road works or past roadside rescue and recovery vehicles as there may be people working in or at the side of the road. It will also clarify pedestrian priority rules that have been detailed earlier in The Highway Code on driving carefully when:
 - approaching zebra and parallel crossings as you **MUST** give way to pedestrians on the crossing (see Rule 195)
 - approaching pedestrians who have started to cross the road ahead of you. They have priority so you should give way (see Rule H2)
- 211 to remind drivers not to 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
- 212 on overtaking to add new text which reads:

Start quote:

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.

End quote.

- Rule 213 to advise drivers on cyclists' road positioning. The new text will read:

Start quote:

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.

End quote.

- Rule 215 to remind drivers to pass horse riders and horse-drawn vehicles with care, giving them plenty of space, whilst recognising that horses can be unpredictable. The new text reads:

Start quote:

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.

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.

End quote.

Waiting and parking

The 'Waiting and parking' chapter of The Highway Code will have 2 updates to Rule 239 to recommend:

- a new technique, commonly known as the 'Dutch Reach'. 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 which naturally causes the person to twist their body making it easy to look over their shoulder and check for other road users. The new text will read: 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
- that drivers recognise that charging cables can be a trip hazard for pedestrians and every care should be taken when charging vehicles to minimise any danger. The new text will read:

Start quote:

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.

End quote.

Annexes

We are proposing changes to the following annexes within The Highway Code annex:

- 1 on 'you and your bicycle' will be updated to ensure that riders are comfortable and confident when using their cycle. It will encourage cyclists, and in particular those more inexperienced riders, to consider training, such as Bikeability, and the benefits that it can bring

- 6 on 'vehicle maintenance, safety and security' 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

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