



Department
for Transport

From the Parliamentary
Under Secretary of State
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Dear Colleague,

CYCLING & WALKING SAFETY INVESTMENT STRATEGY (CWIS) SAFETY REVIEW: UPDATE

Cycling and walking are increasingly being understood not just as modes of transport but as crucial parts of an integrated approach to issues of health, obesity, air quality and town and city planning.

In the context, I wanted to let you know that today the Department for Transport has published a summary of responses to the Cycling and Walking Investment Strategy (CWIS) safety review Call for Evidence.

The CWIS, published in 2017, set out the Government's ambition to make cycling and walking the natural choice for shorter journeys, or as part of a longer one, by 2040. When we published the CWIS safety review: Call for Evidence in March this year, I restated the Government's commitment to increasing cycling and walking and making our roads safer for vulnerable users, including cyclists and pedestrians.

The Call for Evidence was received very well, with over 14,000 responses from members of the public of every age and description, as well as local authorities, cycling and walking organisations, police forces and more. People responded with vigour, sending the Department great ideas, evidence of what works, examples of good practice from other countries, innovative technologies and imaginative solutions.

The summary of responses published today is a purely factual document summarising the points raised by all respondents to the call for evidence. It is not intended to be a Government response, which will follow soon. Certain important themes are already emerging from our analysis, which we are exploring further.

These themes are:

1. Greater consideration and mutual understanding between all road users, and especially towards vulnerable road users
2. Prioritising the needs of cyclists and pedestrians when decisions are made
3. Protection of cyclists and pedestrians from motor vehicles
4. Safer overtaking of cyclists
5. Improved awareness
6. Higher levels of compliance with the law and rules of the road
7. Promoting a more positive image of those who choose to cycle

Today we are also announcing a review of guidance in the Highway Code to improve safety for cyclists and pedestrians, as well as publishing an updated National Standard for Cycling Training aligned with other established national standards. This will also be used in our cycle safety programme for driving instructors.

All these measures are designed to support the continued growth of cycling and walking, with all the benefits they bring to our communities, economy, environment and society.

Looking ahead, the Department for Transport will continue to work closely with cycling, walking, driving and road safety organisations to identify the key issues that should be prioritised to improve safety between cyclists, pedestrians and other road users.

Officials are still carefully analysing all contributions to the call for evidence as well as outputs from our four regional workshops held in London, Bristol, Birmingham and Manchester. We will present a Government response soon which will include a range of safety measures that will bring cycling and walking closer together as part of our overall ambition to increase active travel.

A handwritten signature in black ink, appearing to read 'Jesse Norman', with a stylized, cursive script.

JESSE NORMAN